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**BAY BRIDGE DESIGN TASK FORCE/
ENGINEERING AND DESIGN
ADVISORY PANEL**

**(Special Joint Informational Briefing)
Wednesday, February 24, 1999**

1 p.m.

**Joseph P. Bort MetroCenter Auditorium
101 Eighth Street
Oakland, California 94607**

Bay Bridge Design Task Force

Chairperson: Mary King

**Members: Ralph Appezzato
Sue Bierman
Sharon Brown
Mark DeSaulnier
Jon Rubin
Angelo Siracusa**

Staff Liaison: Steve Heminger

FINAL AGENDA

1. Welcome and introductions - Mary King, Chairperson
2. Background on recommended northern alignment (N-6)*
 - EDAP and MTC recommendations - Steve Heminger, MTC
 - Caltrans preferred alternative - Denis Mulligan, Caltrans
3. Briefing on City of San Francisco's proposed southern alignment (S-1) - Annemarie Conroy, Treasure Island Development Authority*
4. Questions from Task Force and EDAP members
5. Other business/public comment

* Attachment sent to members, key staff, and others as appropriate. Copies available at meeting.

Every member of the Commission who is not otherwise designated as a member of this task force is an ad hoc non-voting member. Although a quorum of the Commission may be in attendance at this meeting, the task force may take action only on those matters delegated to it. The task force may not take any action as the full Commission unless this meeting has been previously noticed as a Commission meeting.

An ad hoc non-voting task force member may be designated by the task force chairperson as a voting member for this particular task force meeting if an additional voting member is needed for a task force quorum.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Record of Meeting: MTC meetings are tape recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment.

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Transit Access to MTC: BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59A from Montclair; #62 from East or West Oakland; #35X from Alameda; #36X from Hayward.

Parking at MTC: Metered parking is available on the street. No public parking is provided.

Bridge Alignment Comparison

Issue	N-6 Alignment	S-1 Alignment
Existing land use impacts	None	U.S. Coast Guard Station EBMUD sewer outfall
Future development revenue loss	\$1.4 - \$2.9 million annually for City of San Francisco on YBI (see Attachment 1)	Up to \$6.7 million annually for Port of Oakland (see Attachment 2)
Treasure Island property available for development	403 acres	403 acres
Oakland gateway park	South of new bridge on formerly industrial property; linked with future Bay Trail and new Bay Bridge bike path	North of new bridge on environmentally sensitive wildlife habitat; how link to future Bay Trail and Bay Bridge bike path on south side of bridge?
Suspension tower location	In shallow water adjacent to YBI	In deep water shipping channel
Bridge views	Sweeping view of City of San Francisco and Golden Gate westbound; "Gateway to Oakland" vista eastbound	Straight-line view westbound and eastbound
Caltrans DEIS	N-6 alignment considered and fully analyzed	S-1 alignment rejected; not analyzed (see Attachment 3)

Attachment 1

**COMPARISON OF NORTHERN AND SOUTHERN ALIGNMENTS
DIRECT IMPACTS ON REUSE & DEVELOPMENT OPPORTUNITIES
ON YERBA BUENA ISLAND**

	Northern Alignment	Southern Alignment
Development Opportunities		
New Housing	No site remains Impacts make Infeasible	7 ac 88 - 200 units
Conference Center on Parade Ground	1 ac 30,000 SF	2 ac 60,000 SF
Torpedo Factory Reuse	Impacted	1 ac 18,000 SF
Quarters 1-7 Reuse	Impacted	30,240 SF
Total Annual Revenue	Reduced by 95%	\$1.5 million/year
Total Acreage	Loss of 9 acres or 90% of devel site	No impact on 10 acre devel site
Historic Buildings		
Quarters 1 National Register	View and Noise Impacts from Nimitz House	Improved View Reduced Noise
Quarters 2-7 Register Eligible	View and Noise Impacts	Improved View Reduced Noise
Building 262 Torpedo Depot built 1891 Register Eligible	Noise and Construction Impacts on Building	Reduced Impacts

Sources:

ROMA Design Group, *NSTI Draft Reuse Plan*, July 1996

Naval Station Treasure Island and City and County of San Francisco, *60% Administrative Draft EIS/EIR Naval Station Treasure Island*, March 1997

EFA West, *Yerba Buena and Treasure Island Naval Station, Cultural Resource Inventory and Evaluation Investigations*, January 1997-Draft

Source: City of San Francisco, June 1997

2. N-2 and N-6 Alternatives Undermine the City's Ability to Implement Its Proposed Reuse Plan.

Alternatives N-2 and N-6 are not consistent with the City's proposed reuse plan, although the EIS suggests they are consistent on several occasions. The physical impact that would be caused by their implementation (i.e. inability to implement a redevelopment plan) is clearly cognizable under NEPA. See 40 CFR 1508.8. The project poses multiple land use impacts on NSTI, and the northern alignments specifically would cause development opportunities on YBI to be irretrievably lost. In addition to this physical impact, loss of revenue from the displaced facilities would seriously jeopardize use of other areas of NSTI. Use of these other areas is contingent on substantial improvements to soil stability and infrastructure. These essential improvements cannot be funded without the revenue generated by proposed uses on YBI. The City estimates permanent and construction-period losses associated with the northern alignment as follows:

- Permanent annual rental loss at the Torpedo Factory, Nimiz House, and Quarters 2-7 = \$2.1 to 2.2 million; loss in sale value of these properties = \$21.6 to 22.8 million; loss in property taxes associated with these properties = \$260,000; and annual loss in hotel transient occupancy tax associated with these properties = \$460,000.
- Construction-period annual construction-period rental loss on YBI = \$273,000 to \$384,000 (assuming a 5-year construction period, losses would range from \$1.4 to 1.5 million); loss of hotel transient occupancy tax and property taxes = \$3.1 million; and loss of film studio revenue due to construction noise = \$5 million.

These impacts are described further in the attached analysis by the Sedway Group (**Exhibit B**).

B. Other Physical Impacts Identified as Insignificant in the Draft EIS Warrant Greater Level of Analysis

1. Visual Impacts

Visual impacts have been inadequately described for the following reasons. First, there is no discussion of the visual impacts on Yerba Buena Island (YBI), as opposed to from YBI, of a new bridge. (See simulations and figures attached as **Exhibit C**.) The discussion on Page 4-27 fails to mention the fact that dozens of columns would be placed on the YBI eastern peninsula, not only for the temporary structures but also for the permanent structures. The only changes affecting YBI acknowledged by the Draft EIS would be the removal of trees and several buildings. Not only are those effects not insignificant, but the drawings for the northern alignments found in Appendix A Fig. 2-16 and 2-17 indicate a substantial visual impact caused by the placement of over 30 permanent columns on YBI for the permanent north alignment alternative, and more than 80 temporary columns needed for the temporary structures of the north options. These columns would be higher and more

August 10, 1998

SAN FRANCISCO - OAKLAND BAY BRIDGE SOUTHERN ALIGNMENT

Summary: Estimated Impact on Port of Oakland Proposed Bay Bridge Marine Terminal

**A. San Francisco Bay Area Seaport Plan (BCDC and MTC, updated February 1996):
Attachment A - Port of Oakland:**

Current: 802 Acres Container Terminals
31 Acres Break Bulk Terminal (Burma Road Terminal, adjacent to proposed Bay Bridge Terminal)
60 Acres Dry Bulk Terminal (Schnitzer Steel)
893 Acres + Associated Port Priority Use Area

Proposed: Bay Bridge Container Terminal: 100-Acre Container Terminal Expansion
Total = 902 Acres Container Terminal = 12.5% Port Terminal Acres Expansion

Additional Considerations:

"Loss" of 200+ Designated Port Priority Use Area @ NAS Alameda
= Extra Pressure to Expand Oakland Terminals over Long Term

B. Bay Bridge Terminal

Anticipated construction start: 2015

Est. Total Construction Cost (2015 \$):	\$281.3 Million
<u>Est. Total Mitigation Cost</u>	<u>\$ 70.3 Million</u>
Est. Project Cost	\$351.6 Million

Est. Annual Revenue Requirements:	\$45.0 Million
Est. Loss of Revenue Due to South Alignment:	\$ 6.7 Million Annually
Est. 30-Yr. Revenue Loss @ NPV:	\$81.7 Million

Source: Port of Oakland, August 1998

the N-3 Replacement Alternative to meet operational and safety design standards to the greatest extent possible, it was withdrawn from further consideration.

2.7.3 Alternative N-4

Replacement Alternative N-4 was identified through refinement of northern alignments. The N-4 alignment would place the main span tower 120 meters (394 feet) from YBI in the navigation channel. The alignment would be south of the N-1 alignment minimizing intrusion into undesirable Bay bottom geologic zones.

The N-4 alignment was a modification of the N-3 alignment which provided for a 180-meter (591-foot) tangent (straight) roadway section at the YBI Tunnel approach on the westbound alignment. This alternative was defined to prevent westbound traffic entering the tunnel portal on a curve. The N-4 alignment would meet the minimum roadway geometric operational and safety design standards. Overlay of the existing YBI East Viaduct upper deck roadway would be required to conform with the new westbound structure.

Although the N-4 Replacement Alternative met minimal operational and safety design standards, geometric requirements would push the main span tower location further into the navigation channel where distance to rock and depth of Bay mud increased significantly compared to Replacement Alternative N-3. The increased depth to the main span tower would increase project cost and lengthen construction schedule. Based on the deep water tower location, the N-4 Alternative was withdrawn from further consideration, and alternative refinement studies were advanced.

2.7.4 Alternative N-5

Replacement Alternative N-5 represented a continuation of northern alternative refinement studies. The N-5 alignment would place the main span tower 158 meters (518 feet) offshore from YBI. Compared to the alignments for Alternatives N-3 and N-4, the N-5 alignment consisted of a 6,000-meter (19,685-foot) radius curve on the westbound alignment. As with Alternative N-3, the westbound alignment would enter the YBI Tunnel portal on a curve, although the large curve radius would reduce or eliminate sight distance concerns associated with Alternative N-3. The N-5 alignment would increase the rate of superelevation to two percent, which meets minimum design standards. Pavement build-up of the existing YBI East Viaduct would be required to conform to the new westbound structure.

Based on the desire to place a tangent roadway section at the westbound alignment approach to the YBI Tunnel portal and the need to place and maintain the main span tower as close to YBI as possible, Alternative N-5 was withdrawn from consideration in favor of Alternative N-6.

2.7.5 Alternative S-1

The S-1 Replacement Alternative was defined as the most direct alignment between YBI and the Oakland Touchdown. As such, it would enter and exit the YBI East Viaduct

similar to the existing alignment, eliminating the alignment curves that would provide panoramic vistas of the East Bay hills and the San Francisco skyline.

The S-1 alternative would not meet superelevation design standards for curves at the YBI transition, requiring a mandatory design exception and affecting roadway safety. Adequate superelevation on the horizontal roadway curves could not be provided without removal and reconstruction of a portion of the YBI East Viaduct. S-1 and other southern alternatives have been proposed to reduce impacts to concepts for redevelopment planned on YBI following impending closure of Naval Station Treasure Island. Draft land use redevelopment scenarios would be affected by northern replacement alternatives. Southern replacement alternatives would use areas of YBI with more limited redevelopment potential.

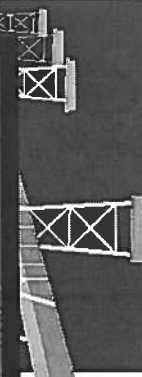
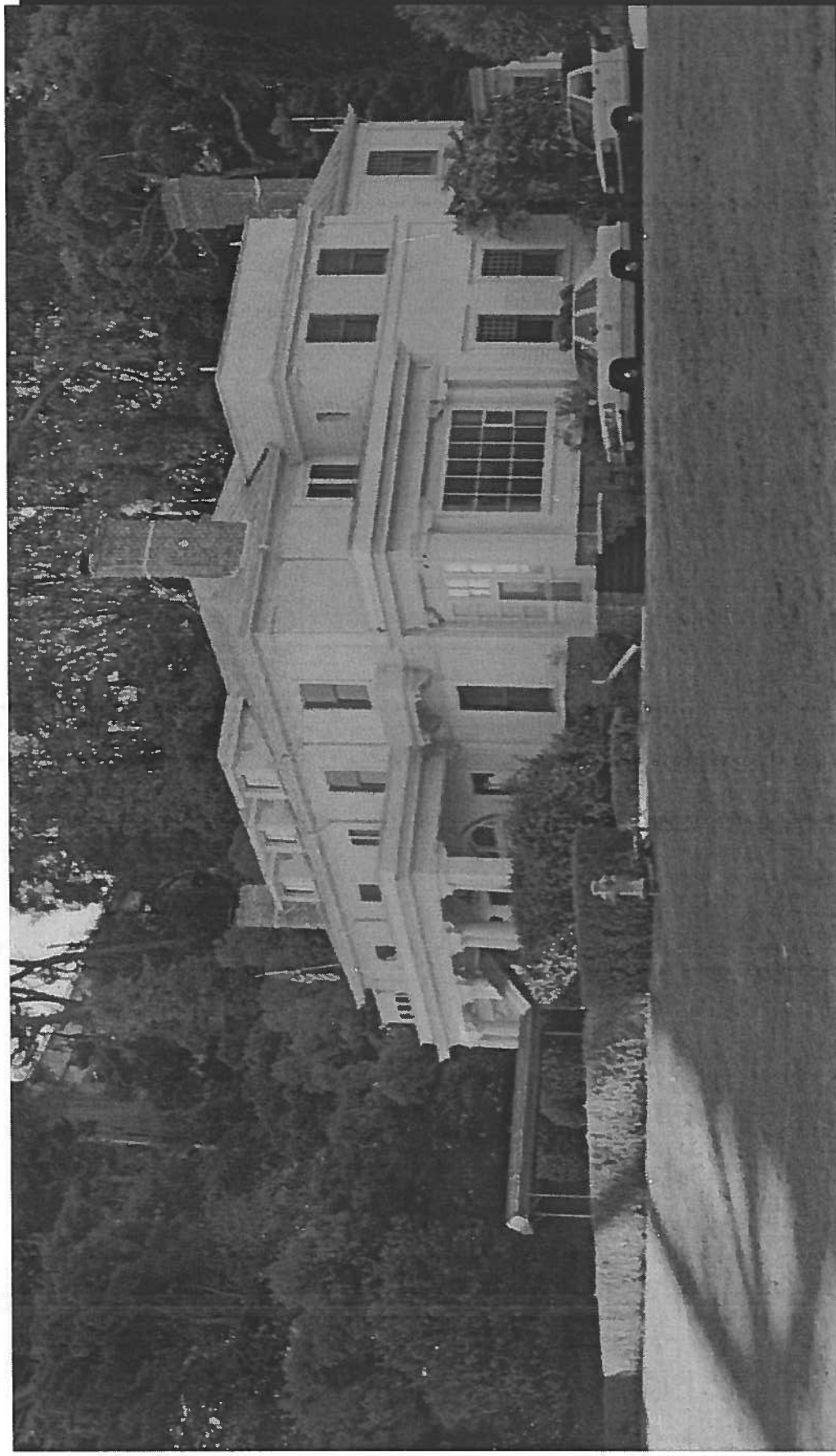
The S-1 Alternative would align the replacement structures parallel to the south of the existing East Span approaching the Oakland Touchdown area. This alignment would require removal and replacement of the EBMUD sewer outfall. This 2.44-meter (8-foot) diameter outfall pipe disperses effluent treated at the EBMUD main treatment facility located immediately to the east of the project area. EBMUD engineering staff reviewed the proposed S-1 alignment and expressed concern that the construction of the replacement bridge structures could damage the outfall pipe and the transverse crossing of the outfall could cause long-term damage and increase complexity of maintenance activities. EBMUD staff determined that relocation of the outfall would be required to avoid potential conflicts. The estimated cost to relocate the outfall is in excess of \$100 million. Engineering and environmental reviews likely could not be completed in time to relocate the outfall prior to start of East Span Project construction in 2000.

In response to consultation with EBMUD, Alternative S-1 was revisited. By reducing the horizontal curve radius of the structures adjacent to YBI, the S-1 alignment was modified to more closely parallel the existing East Span at the approach to the Oakland Touchdown area. The modified S-1 alignment would eliminate a transverse, in-Bay crossing of the EBMUD outfall structure by setting the alignment between the existing East Span and the outfall pipe. Although no direct conflict with the outfall structure would occur, concerns remained for construction period effects to the outfall. Further investigation revealed that proposed replacement bridge construction methods requiring dredging to allow barge access to the modified S-1 alignment could not be accommodated within the area between the existing bridge and outfall structure.

Based on the potential conflicts with the EBMUD sewer outfall, the S-1 and modified S-1 alternatives were withdrawn from consideration in favor of southern alignments that minimize or avoid potential conflict with the outfall structure.

2.7.6 Alternative S-2

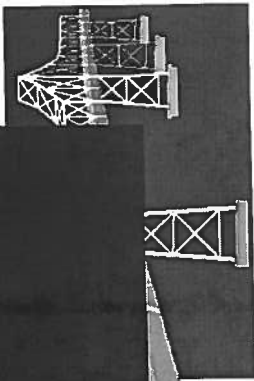
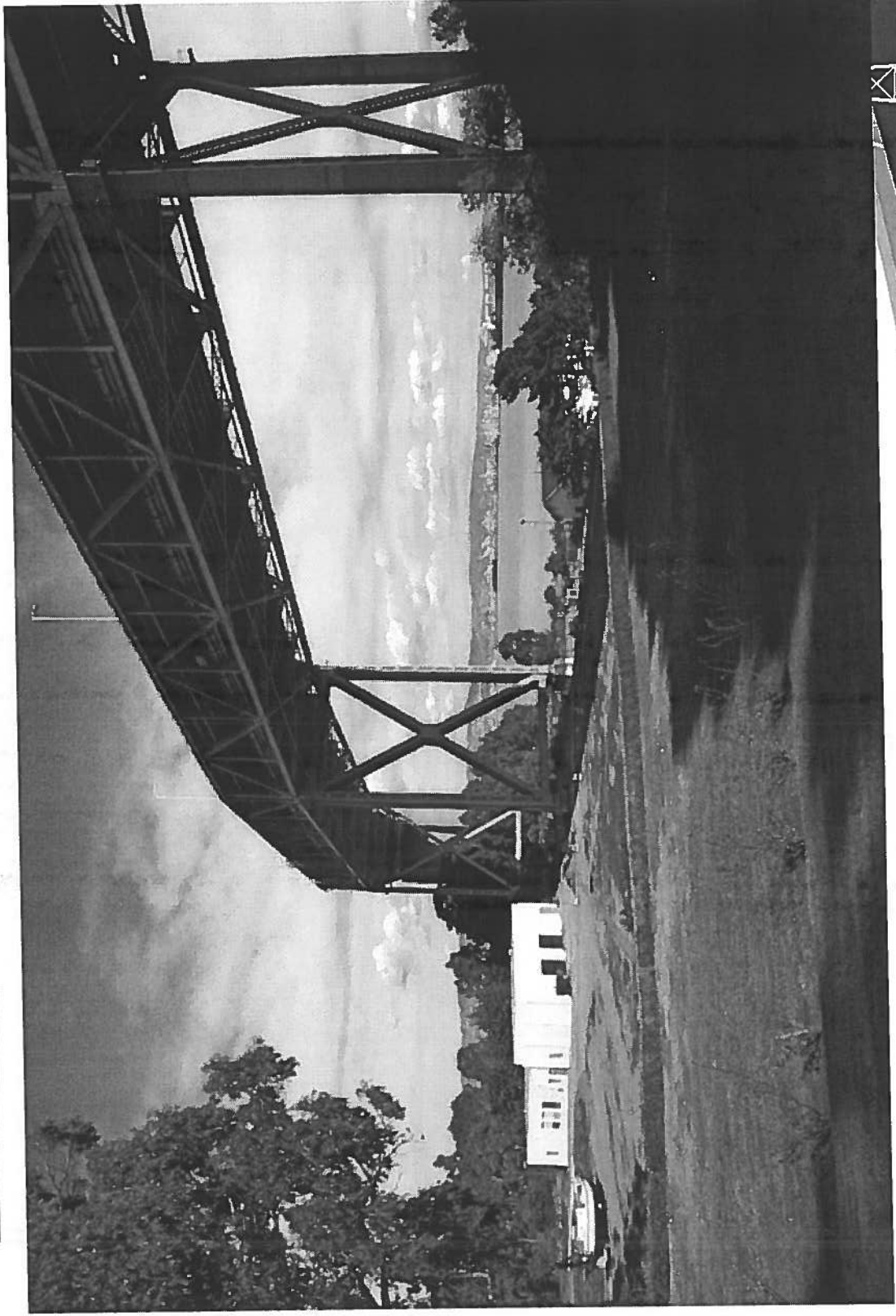
Replacement Alternative S-2 represents a continuation of southern alignment studies. The S-2 Replacement Alternative provided broader radius curves at the YBI transition areas, avoiding the need for design exceptions. In response to geometric constraints,



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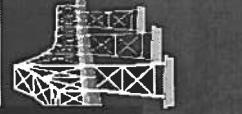
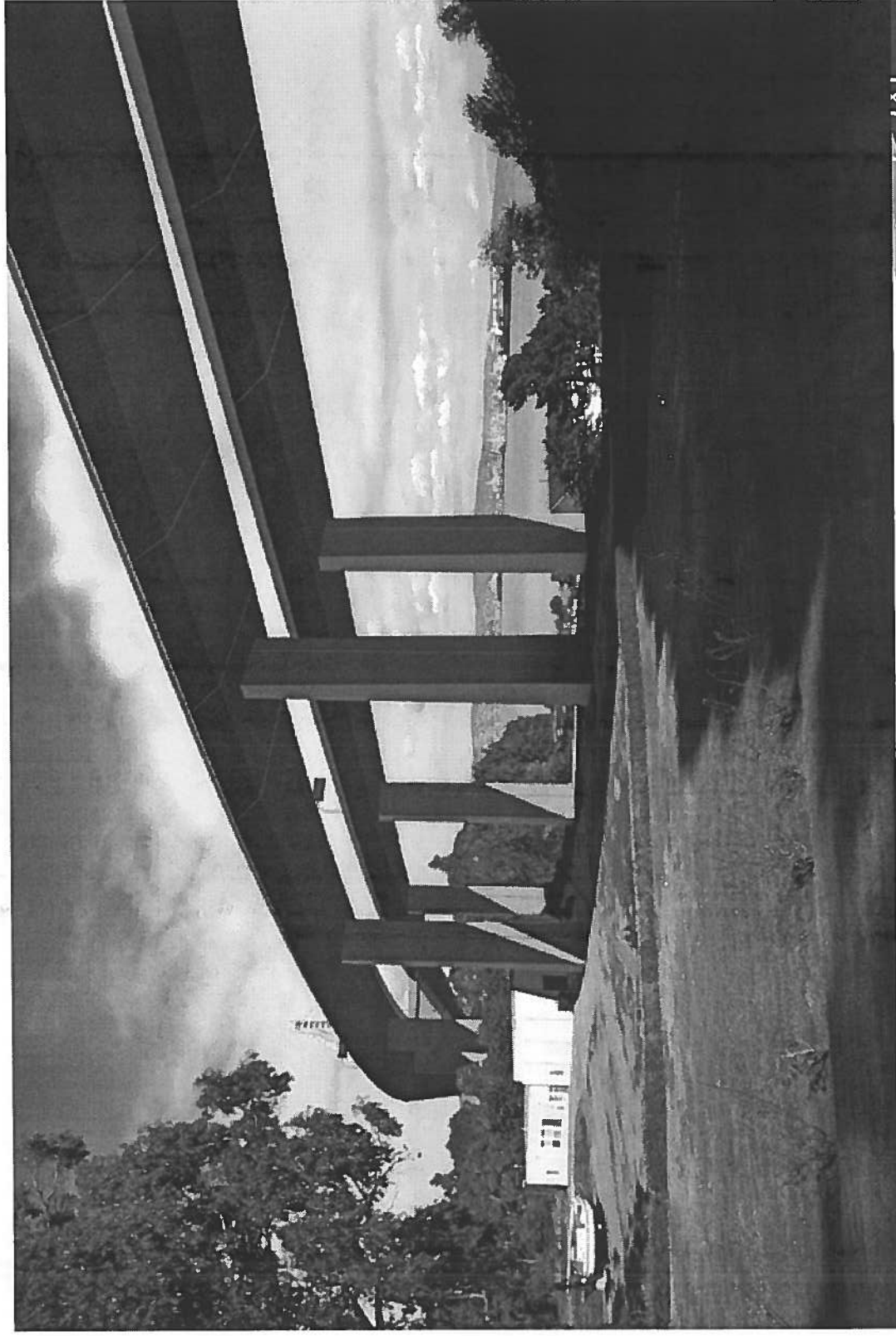
Existing



SFOBB East Span Seismic Safety Project



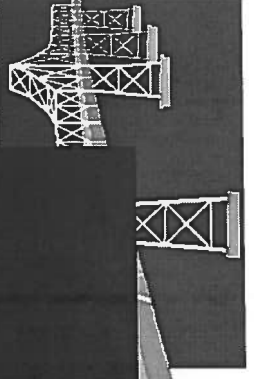
N6 Alignment



SFOBB East Span Seismic Safety Project



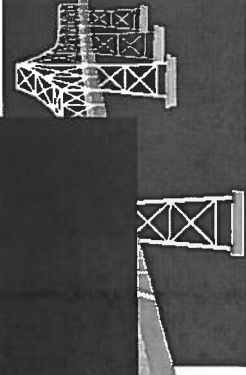
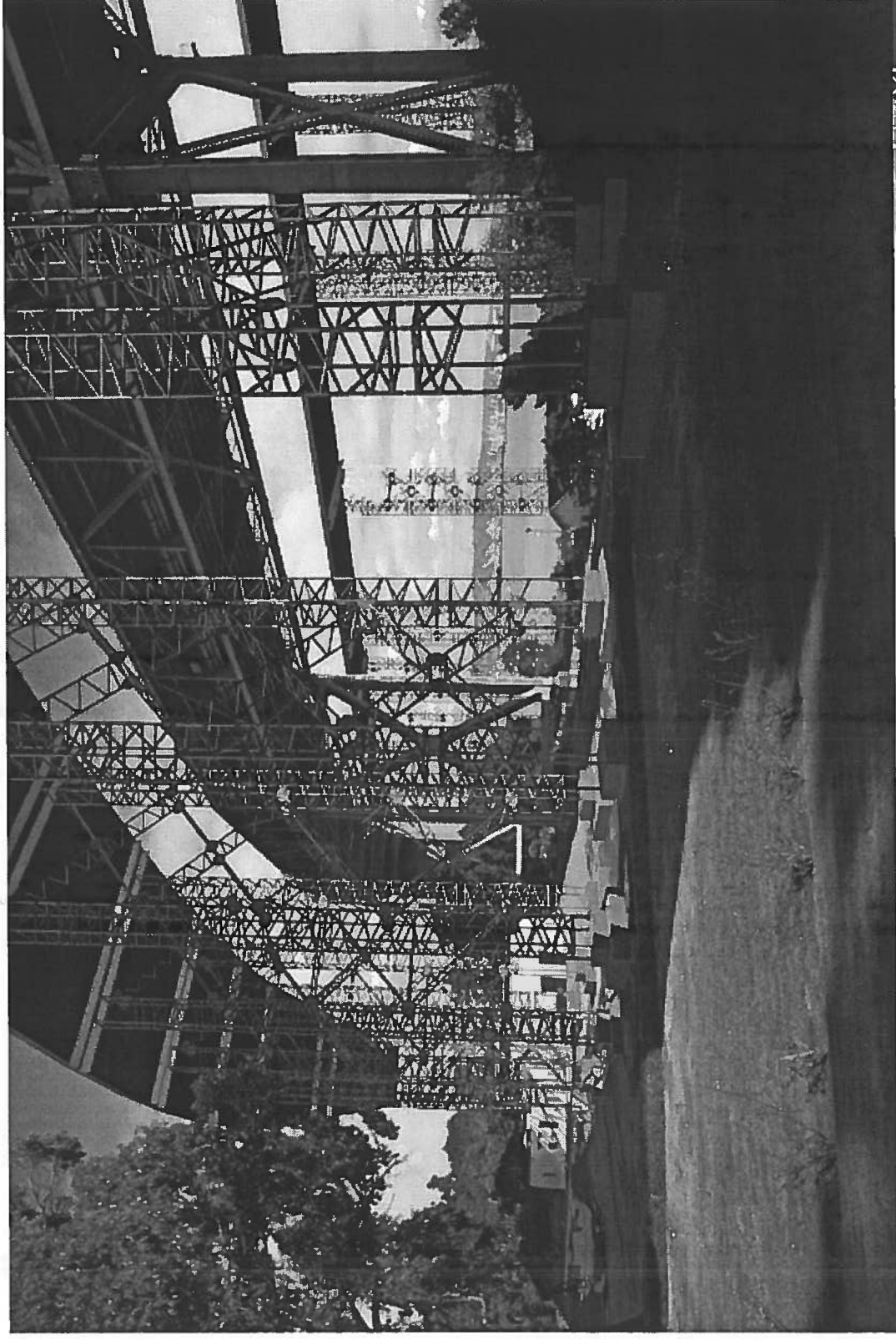
Southern Alignment



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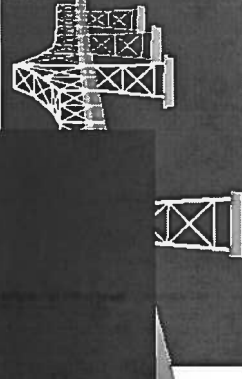
N6- Alignment N-S Detour



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Southern Alignment - Detours



SFOBB East Span Seismic Safety Project

November 22, 1998

Ms. Annemarie Conroy, Executive Director
Treasure Island Development Authority
410 Avenue of Palms, Treasure Island
San Francisco, CA 94130

RE: Bay Bridge Modified S-1 Alignment

898142X0

Dear Ms. Conroy:

At the request of the City and County of San Francisco, Korve Engineering, Inc. has evaluated the *San Francisco - Oakland Bay Bridge East Span Seismic Safety Project Draft Environmental Impact Statement/Statutory Exemption (EIS/SE)*, the proposed alignments for the Bay Bridge contained in this environmental document or provided to us through your office, and other possible alternatives. The goal of this study was to determine whether or not there is an alignment, or alignments, which minimizes the impacts to the portion of the Treasure Island Development on Yerba Buena Island, at the same time balancing impacts to the Port of Oakland. The evaluation included an independent evaluation of engineering aspects and review of the EIS/SE to evaluate relative environmental aspects of the alignments, with a goal of providing the optimum engineering design with the minimum environmental impacts.

Based on the initial criteria of balancing TI/YBI impacts with Port impacts, and an initial engineering criteria of simplifying the geometry, KORVE developed a straight alignment from YBI to Oakland, moving away from the TI/YBI development on the north, keeping as far as possible from the future Port development on the south, and removing as many curves from the alignment as possible. This alignment was then tested for areas impacted, areas available for development, and evaluated against a variety of engineering related criteria. The alignment appeared to be a success, except for the issue of the East Bay Municipal Utility District's (EBMUD) sewer outfall. The relationship with the outfall was studied, and it is our professional opinion that for a fraction of the cost of relocating the outfall, the bridge foundations can be designed around the outfall pipe, any impacts to the pipe can be mitigated through appropriate engineering design, and construction methods can be developed which avoid dredging in the vicinity of the outfall pipe.

When the EIS/SE became available, we reviewed the alignments covered in the document, including those withdrawn from consideration. We determined that the alignment we had developed was similar to alignment S-1, which had been withdrawn because of the cost to relocate the EBMUD sewer outfall. The primary differences from the S-1 alignment were the YBI connections and the Oakland connections. The new alignment used the same curves to

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connect to the tunnel on YBI that were proposed by Caltrans for the S-4 alignment, assuring that it met the same design standards as the S-4 alignment. The new alignment used a straight connection to the Oakland side, with a single curve for each roadway, where the S-1 alignment used multiple reversing curves. We dubbed our alignment the Modified S-1 Alignment.

The Modified S-1 Alignment Alternative is described as follows:

Replacement Alternative Modified S-1 would construct a 3,450-meter long (11,320-foot long) new bridge south of the existing East Span and dismantle the existing structure. (See the attached alignment graphic). The Modified S-1 alignment was developed to minimize bridge length with the most direct alignment between YBI and Oakland, to avoid use of the flat land to the north of the existing East Span on Yerba Buena Island, while minimizing impacts to the Port of Oakland future development south of the existing East Span on the Oakland "spit".

The Modified S-1 alignment begins at the eastern portal of the YBI tunnel. The existing YBI East Viaduct would be retrofitted to Bent 48. At Bent 48, the new structure begins with a new transition structure separating the double-decked lanes into two parallel structures. Outrigger "frame" supports would be used to support the upper deck (westbound roadway) as the lower deck (eastbound roadway) transitions from underneath. The two structures curve horizontally and vertically to become parallel structures as they enter a tangent or straight section which extends to the Oakland touchdown. The parallel structures reach the Oakland shore to the south of the existing East Span. The westbound tangent connects directly to the existing curvature west of the toll plaza, east of the bridge touchdown. The eastbound roadway curves to match the existing roadway east of the bridge touchdown.

The Modified S-1 replacement alternative would consist of two parallel structures similar to those proposed for the other replacement alternatives. The piers supporting the eastbound roadway where it crosses the EBMUD outfall pipe would be outrigger "frame" supports underwater to provide an opening through the foundation pilings for the outfall pipe. Above water, the piers supporting the bridge would be the same as the other replacement alternatives.

The height of the bridge, including the transition structure and the parallel structures, would vary in elevation from 50 to 55 meters (164 to 180 feet) above MSL at the east viaduct to 13 meters (43 feet) at the Oakland touchdown. The profile would be similar to

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the typical profile for the replacement alternatives presented in Figure 2-9 in Appendix A of the EIS/SE, except that the grade from the high point to landfall on the Oakland "spit" would be approximately 1.3 percent, with a steeper grade (in the range of 2 to 3 percent) to the touchdown. This modified profile was developed to provide clearance under the bridge for the Key Pier Substation and the Bay Bridge Substation to remain in place under the bridge. (The grade of the incline section of the existing East Span is approximately 2.8 percent, and the existing East Span westbound starts with a grade of approximately 4 percent from the toll plaza up to the transition crossing).

Some of the engineering advantages of the Modified S-1 alternative, compared to the other replacement alternatives, are:

- The bridge is 100 to 170 meters (330 to 560 feet) shorter than the other replacement alternatives, making the bridge less costly to construct.
- The alignment has only two curves, where the other replacement alternatives have 3 to 5 curves, making the bridge safer for traffic, and easier and less costly to design and construct.
- Each parallel bridge has only one curve located on the bridge (the other curve is on fill east of the Oakland touchdown), and each of these curves is located on the rock of YBI, making the bridge simpler to design for seismic loading, and easier and less costly to construct.
- The Young Bay Mud is shallower on the Modified S-1 and S-4 alignments, and deeper on the N-6 alignment, making the bridge easier and less costly to design and construct.
- The west piers of the Modified S-1 alignment are not in the "rock-wedge failure" zones on the northeast point of YBI, making the pier design easier, and possible less costly to construct even though located in deeper water than the northern alignment. The S-4 alternative west pier is also not in the "rock wedge failure zone", but it is in deeper water than the Modified S-1 alternative, making it more costly to construct.
- The Modified S-1 and S-4 alignments are not within the "debris flow failures and zones of creeping soils" located on the east and north facing slopes of the northeast point, making the YBI transition structure for the southern alternatives easier to design and less costly to construct than the northern alternatives.
- The construction of the Modified S-1 alignment on the Oakland "spit" will be completely on land, making it easier and less costly to construct than either of the other replacement alternatives.
- The simplification of the design will reduce the time required for the design and construction, saving part or all of the time spent on the northern alternative.

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- The westbound tangent west of the metering lights provides for the merge movements to be made on a tangent or straight alignment, making the merge movements easier to see, easier to drive and safer.
- The westbound roadway alignment enters the tunnel with a single curve, instead of the reversing curves of the N-6 alignment, making the transition easier to drive and safer.
- The Modified S-1 alignment meets all Caltrans design standards.
- The westbound detour bridge for the Modified S-1 and the S-4 alignments will be shorter and less costly to construct than the northern alternatives, with reduced impacts north of the existing bridge, because the westbound detour can connect to the existing bridge farther west than the northern alignments connection to the new bridge.
- The eastbound detour bridge for the Modified S-1 and S-4 alignments will be shorter and less costly to construct than the northern alternatives because the eastbound detour can connect to the new bridge at the proposed ramp gore. The northern alternatives cannot connect to the proposed ramp gore because the new bridge cannot be constructed until the existing bridge is removed.
- The detour connection to the existing bridge for the Modified S-1 and S-4 alignments is simpler and less costly to construct than the northern alternatives because it connects to the truss, which can be supported from below. The northern alternatives connection to the existing bridge will be on the cantilever, which will require extensive modification to allow a detour connection to the side of the bridge (note that the detour shown in the EIS/SE will not work because the detour bridge, including the existing truss span which would remain to support the detour connection, overlaps the new bridge).
- Complete ramps, designed to Caltrans standards, can be added to the Modified S-1 alignment, and the S-4 alternative, without additional impacts to the TI/YBI development area. The N-6 alternative already impacts the development area, so the addition of any ramps north of the structure, which is required for standard westbound right exit and right entrance ramps, will have additional impacts.

Some of the development impact advantages of the Modified S-1 alternative, compared to the other replacement alternatives, are:

- The area taken from the desirable flat land development area on YBI is reduced from 7.3 acres (32 % of the total area) to 1.2 acres (5% of the total area).
- The developable area on the desirable flat lands of YBI are increased from 15.6 acres to 21.7 acres, an increase of 40%.
- The future development property of the Port of Oakland will not be impacted. The property previously thought to be Port of Oakland future development property will be

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- part of an assembly to create a 16 acre East Bay Regional Park District (EBRPD) park. Only the S-4 alignment will impact Port of Oakland future development property.
- With the Modified S-1 alignment, half of the park will be north of the bridge and half south. With the N-6 alternative, all of the park will be south of the bridge. With the S-4 alternative, most of the park will be north of the bridge.
 - When the Port of Oakland develops their property in the future, they will only need to relocate half of the park to their new shoreline. With the N-6 alternative the Port will have to relocate most of the park to the new shoreline. With the S-4 alternative the Port will have to relocate only the smaller south portion of the park to the new shoreline.
 - With the Modified S-1 alignment, the EBRPD park will have the benefits of both shorelines, the south facing shoreline for views of the Port of Oakland, and the north facing shoreline for views of the San Francisco Bay, San Francisco, the Golden Gate Bridge, Alcatraz Island, Angel Island, Treasure Island, the Richmond-San Rafael Bridge and the Emeryville Crescent. The available shoreline will be longer because less shoreline will be under the bridge (about 360 feet). The N-6 alternative will have only a south facing view, with reduced shoreline because more shoreline (about 2600 feet) will be under the bridge, fill or walls. The S-4 alternative will have a north facing view, a west facing view and a smaller south facing view, with about 1300 feet of shoreline under the bridge. When the Port develops, the park's south view will be replaced by a west view for all replacement alternatives.
 - The US Coast Guard (USCG) operations will not be adversely impacted by any of the alternatives. Government operations buildings and facilities can be fully functional when located under the bridge. Roadways and buildings will need to be relocated to accommodate the bridge piers for the southern alignments. The USCG will prepare their master plan after the bridge alignment is chosen.

Some of the environmental impact advantages of the Modified S-1 alternative, compared to the other replacement alternatives, are:

- With the Modified S-1 alternative, the view from the bridge for the entire East Span will include a 360 degree view of the Bay and the scenery around the Bay, with the bridge in front of the driver, which obstructs the view ahead, only blocking the view of the lower portion of YBI (the scenic part of YBI is the top). The other replacement alternatives will have views of some portion of the desirable scenery obstructed for the entire trip across the East Span, although the portion blocked will vary from one part of the bridge to the next.

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- The Modified S-1 alignment requires no fill or piers, which are considered fill by the San Francisco Bay Conservation and Development Commission (BCDC), in the Bay on the Oakland shoreline. The Modified S-1 alignment bridges over the west shoreline which does not have sensitive areas. The other replacement alternatives have both fill and piers along the shoreline, and bridge over long stretches of shoreline (a bridges over shoreline will degrade sensitive areas under the bridge).
- The Modified S-1 and S-4 alignments do not impact the Resource Conservation Area, including the large mudflats (sensitive habitat) and the major eelgrass beds (special aquatic sites), along the north shoreline of the Oakland "spit". The N-6 alternative either places piers in or bridges over most of the mudflats and a large area of the eelgrass beds. The Resource Conservation Area is habitat for the Saltmarsh Common Yellowthroat and the Alameda Song Sparrow, both special concern species. The mudflats are shorebird feeding habitat. The eelgrass beds are Pacific Herring spawning habitat, a species which is monitored by and a concern of the California Department of Fish and Game.
- The Modified S-1 alignment allows a complete public access trail, including lookout areas, bicycle path, roadway and parking, to be constructed with no additional encroachment into the Bay. The other replacement alternatives require additional fill in the Bay to construct the trail, which may preclude its construction due to environmental impacts. The EIS/SE states that the northern alignment alternatives would preclude this access area.
- The Modified S-1 and S-4 alignments will not permanently impact the archaeological site north of the existing bridge on YBI, but the northern alignments will permanently impact the site. This site may again yield prehistoric human remains (Native American), making it a very significant site. A detour plan for the Modified S-1 alignment may be possible which also avoids temporary impacts to this archaeological site. We were unable to determine if this is possible since the location of the site is confidential.
- The Modified S-1 and S-4 alignments move the bridge farther away from the Admiral Nimitz House (Quarters 1), an historic property listed on the National Register of Historic Places (NRHP), and the Senior Officers Quarters and the Torpedo Factory Building (No. 262), eligible for listing on the NRHP, reducing impacts over even the existing bridge. The northern replacement alternative is closer to the Admiral Nimitz House and the Senior Officers Quarters, and bridges over the Torpedo Factory Building, increasing impacts to these historic structures.

Ms. Annemarie Conroy
November 22, 1998
Page 7

Based on evaluation of the engineering, development and environmental impacts of the proposed alignment alternatives compared to the Modified S-1 alignment, I have concluded that the Modified S-1 alignment is superior to all of the alignment alternatives proposed in the EIS/SE. The Modified S-1 alignment provides a standard design, reduces construction costs, provides more desirable area for development, and avoids the most serious adverse environmental impacts. Avoiding impacts is recognized as being more desirable than mitigation (see the September 1, 1998 letter from the United States Department of the Interior, Fish and Wildlife Service which states that avoiding the impact is the first step in mitigation planning).

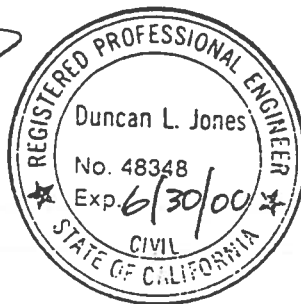
The additional cost of bridging the EBMUD outfall pipe will be offset by the cost savings of the Modified S-1 alignment. If, after detailed study, it proves to be more feasible to relocate the EBMUD outfall pipe than to bridge it, the avoidance and reduction of development and environmental impacts would be worth the additional cost. The avoidance of environmental impacts alone should require that the northern alignment be abandoned, and that the most desirable southern alignment be developed and selected as the Project Preferred Alternative to be carried forward to design and construction. It is my opinion that the Modified S-1 alignment should be the Project Preferred Alternative.

Please do not hesitate to call me or request a meeting to discuss these issues, or any other questions you may have regarding the alignments or the EIS/SE.

Sincerely,
Korve Engineering, Inc.



Duncan L. Jones, P.E. (SEAL)
Senior Civil Engineer



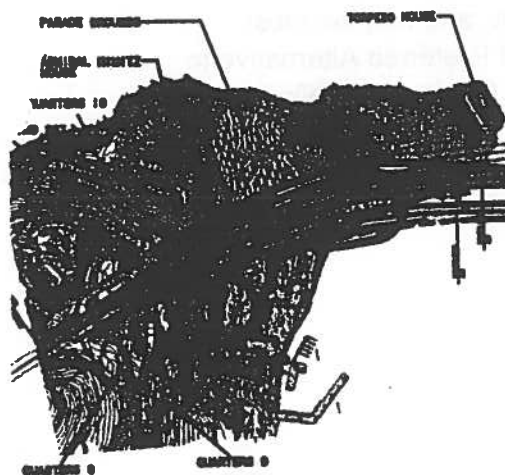
cc: Maria Ayerdi, San Francisco Office of the Mayor
Joan Rummelsburg, Treasure Island Development Authority
Ken Y. Parsons, United States Navy



TORPEDO HOUSE

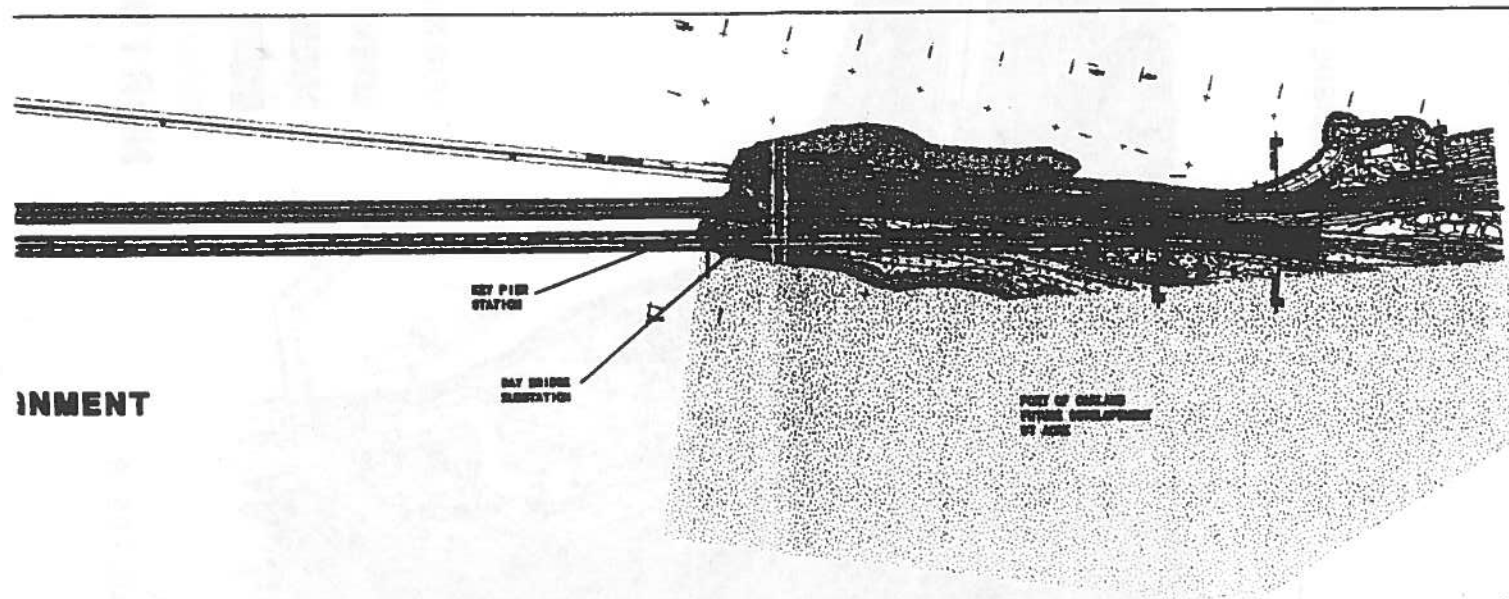
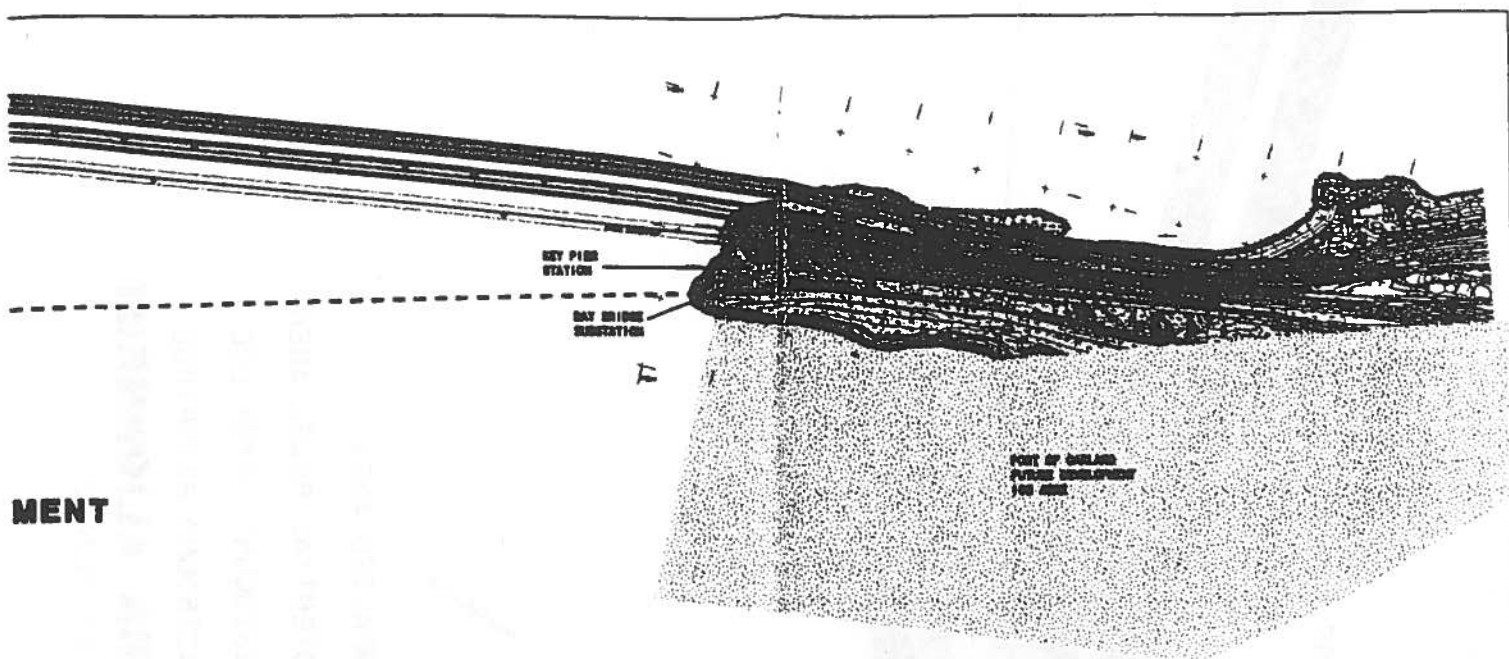
LEGEND
 [Symbol] PORT OF CHARLOTTE
 [Symbol] ROAD
 [Symbol] DUNE LAKE
 [Symbol] IMPACTED AREA
 [Symbol] POTENTIAL REARE AREA
 [Symbol] WESTBOUND DIVERTIBLE
 [Symbol] EASTBOUND DIVERTIBLE

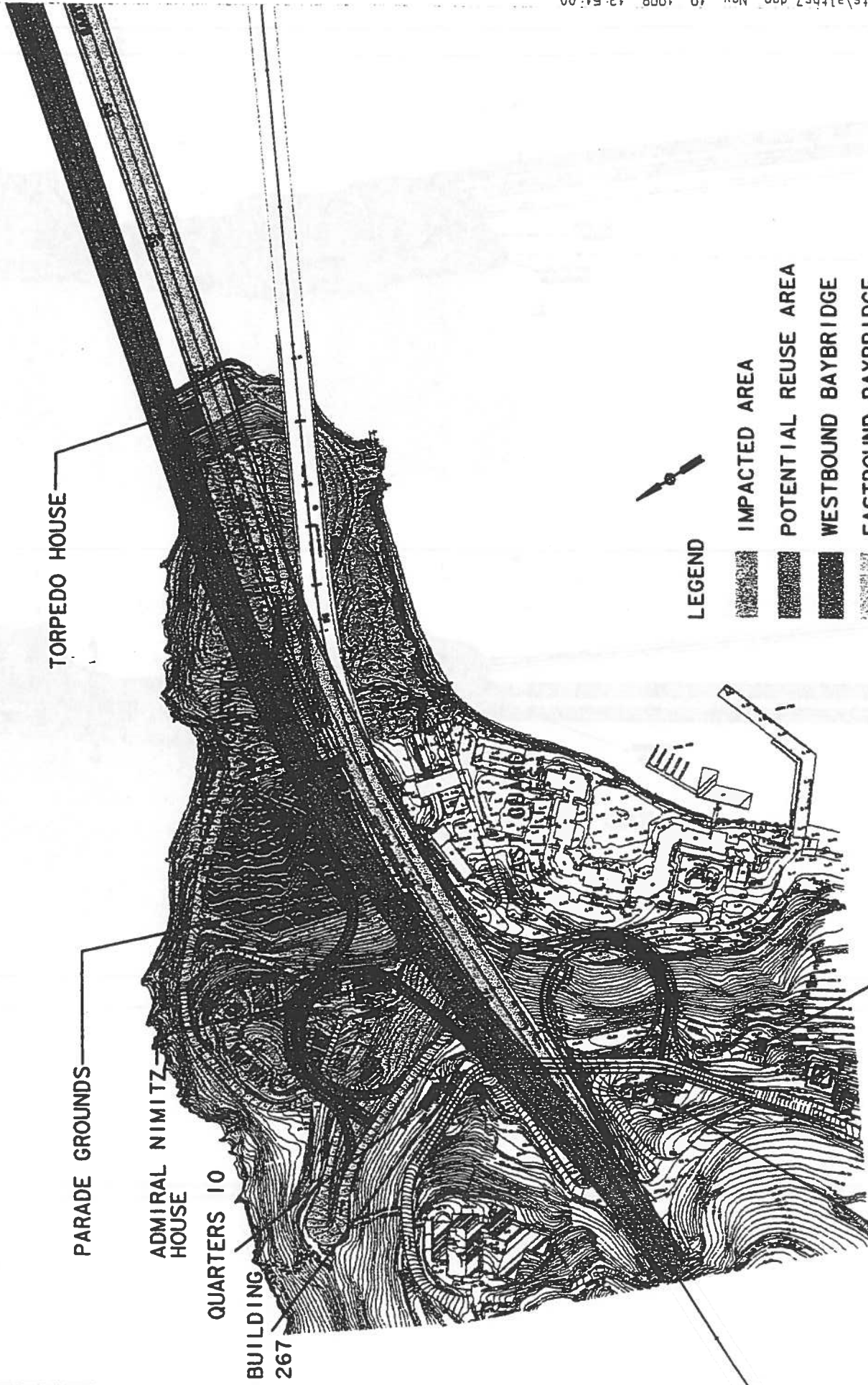
NORTHERN ALIGN



TORPEDO HOUSE

SOUTHERN ALIGN





LEGEND

- IMPACTED AREA
- POTENTIAL REUSE AREA
- WESTBOUND BAYBRIDGE
- EASTBOUND BAYBRIDGE

NORTHERN ALIGNMENT

SCALE: 1:4000

TORPEDO HOUSE

PARADE GROUNDS

ADMIRAL NIMITZ
HOUSE

QUARTERS 10

BUILDING 267

QUARTERS 9

QUARTERS 8

PT
56+55

PT
56+55

PT
56+55

LEGEND

- IMPACTED AREA
- POTENTIAL REUSE AREA
- WESTBOUND BAYBRIDGE
- EASTBOUND BAYBRIDGE

SOUTHERN ALIGNMENT

SCALE: 1:4000

**Bay Bridge - Northern
Comparison**

**Southern Alignments
Impacts**

Comparison Item	Alignment	
	Northern	Southern
Proposed Bridge Alignment		
Length of Bridge (max.)	3,500 Meters	3,400 Meters - save \$2 Million
Number of Curves on the Alignment	5 including reverse curves (combined with toll plaza merge)	2 with no reversing (Less accidents and seismically safer)
Construction Staging	Impacts Developable Area	Lesser Impacts
Effect on EBMUD Facility		
Outflow Pipeline	Not impacted	Special straddle foundation over outflow pipe (Estimated \$3 Million additional construction cost)
Buildings	Not impacted	Air rights for bridge over EBMUD building
Area Under Bridge (Air Rights Take)	N/A	5,100 SQ.M. (1.3 Acre)**
Effect on Treasure Island Electric Facility		
Primary Service Line (25,000 KV)	Special foundation over electric line -- cost \$3 million	Not Impacted
Effect on the Coast Guard Facility		
Area Under Ramps & Bridge (Air Rights Take)	4,100 SQ. M. (1.0 Acre) **	10,700 SQ.M. (2.6 Acres) **
Operational Impact	Not Impacted	Minor Impact
Effect on Historical Properties on Yerba Buena Island		
Admiral Nimitz Home	Impacted	Not Impacted
Turpedo House	Impacted	Not Impacted
Parade Grounds	Impacted	Not Impacted
Area Under Ramps & Bridge (Air Rights Take)	29,600 SQ.M. (7.3 Acres) **	4,800 SQ.M. (1.2 Acre) **
Development Potential on Historic Property	63,000 SQ.M. (15.6 Acres) Severely restricted	87,800 SQ.M. (21.7 Acres) Additional 40% more land
Effect on Port of Oakland		
Present Development	Not impacted	Not impacted
Land Take	N/A	3,000 SQ.M. (0.8 Acre)
Area Under Bridge (Air Rights Take)	N/A	8,800 SQ.M. (2.2 Acres) **
Future Development Potential	404,900 SQ.M. (100 Acres) Not Impacted	393,100 SQ.M. (97 Acres) 3% less land
Bike Trail	Can be provided	Can be provided
Effect on Future Park Land		
Available Land	19,800 SQ.M. (4.9 Acres)	35,700 SQ.M. (8.8 Acres) Additional 80% more land
Shoreline Length	37 MI (122 ft)	576 (1890 ft) 15 times more shoreline
Open Space View	South View (Port of Oakland)	North View (Golden Gate Bridge, Alcatraz Island, Angel Island, City of San Francisco, Treasure Island, Richmond-San Rafael Bridge and City of Emeryville & etc.)
** Air rights areas under bridge are usable for limited purposes, which must be approved by Caltrans.		

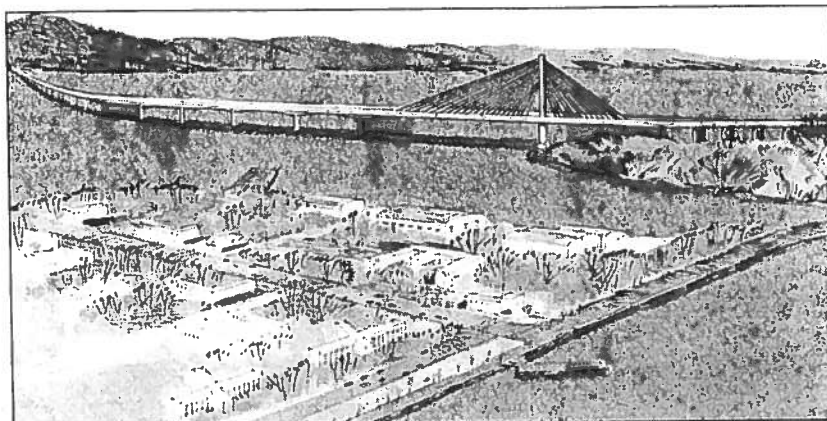
EDITORIALS

AND

CORRESPONDENCE

EDITORIALS

2/22/99



An artist's rendition of the proposed new eastern span of the Bay Bridge.

You Pay the Toll For Mayors' Egos

THERE ARE two big reasons for Governor Gray Davis to scrap the current plans for a new eastern span of the Bay Bridge. Those reasons are named Mayor Willie Brown of San Francisco and Mayor Jerry Brown of Oakland, each of whom has great influence with the new governor.

Beyond that, the case to go forward with the \$1.5 billion plan to build the new bridge north of the quake-vulnerable existing span is simply overwhelming.

The two Browns have very different objections to the current plan, but there is little doubt they have the clout to force the project back to the drawing board — unless Bay Area residents send a loud shout of common sense toward the governor's office in Sacramento.

The Browns have arrived late in the process, which involved considerable public input. Some \$40 million has been spent in design preparation during the past two years, much of it specific to the northern plan.

Mayor Willie Brown's main concern is that the northern alignment would interfere with development plans for the eastern tip of Yerba Buena Island. The city blueprints now put a microbrewery, live-work studios and a conference center in the path of the proposed bridge.

Mayor Jerry Brown, for his part, is demanding an international competition to design a "world-class" structure.

The two mayors are asking Governor Davis to force the Department of Transportation to consider a new bridge that would be south of the existing span.

The current northern plan, with its single tower suspension span and curving alignment, is just fine. As for Brown's development concerns, there are trade-offs to either route.

A southern alignment, as favored by the two Browns, would squeeze the Port of Oakland's long-term expansion area. The south-

ern route would straddle an 8-foot-diameter pipe that carries treated sewage water, raising the danger of puncture in an earthquake. Relocation could cost up to \$100 million. The tower of a southern suspension bridge would need to be anchored in deeper water, an additional cost of about \$75 million. The Browns' alternative would slice through the middle of a proposed 28-acre park that connects with a bike path.

Moreover, prolonging the planning process means the project will cost more money. For what?

Will either Brown really be satisfied at the end? There are no guarantees. There are down sides to the northern plan, but they are known and they are manageable. The southern alternative has not been subjected to an environmental review.

The Browns may be united today in their opposition to the northern alignment. That unity could dissolve in a hurry.

One of their arguments is that their plan — putting the bridge on a straight line between Yerba Buena Island and Oakland — would produce a shorter, and thus potentially cheaper, bridge.

But would "world class" architects agree with the straight-line approach? And would their vision necessarily dovetail with Willie Brown's plans for Treasure Island redevelopment? Would the new plan be acceptable for the environment or the pocketbook?

To delay this project further is to invite disaster.

Meanwhile, more than 100,000 cars a day stop at the tollbooth, paying a \$1 surcharge to pay for a new bridge that can survive a major earthquake.

Tolls must cover \$1 out of every \$3 spent on this project. That is something to keep in mind as the Browns try to downplay the cost of pursuing their dream bridge that may or may not be possible.

Battle of the Bay Bridge

New governor weighs political and practical issues in choosing how — and how fast — to replace endangered eastern span

GOV. DAVIS faces a stern test of his priorities in mapping the state's further course for replacing the earthquake-threatened eastern span of the Bay Bridge. He must choose between the urgings of Caltrans experts and the Metropolitan Transportation Commission to press ahead with a northern alignment for a single-tower span between Oakland and Yerba Buena Island, and the demand of powerful political allies — Mayors Willie Brown of San Francisco and Jerry Brown of Oakland — for a different alignment and/or a more beautiful bridge.

There are couple of problems about changing the plan, now nearing final approval for an early-2000 construction start and completion in 2004, and starting anew. It could mean years of delay in providing a safe substitute for the structure that broke lethally in the 1989 Loma Prieta quake, and it means wasting much of the \$40 million already spent preparing for the \$1.5 billion project.

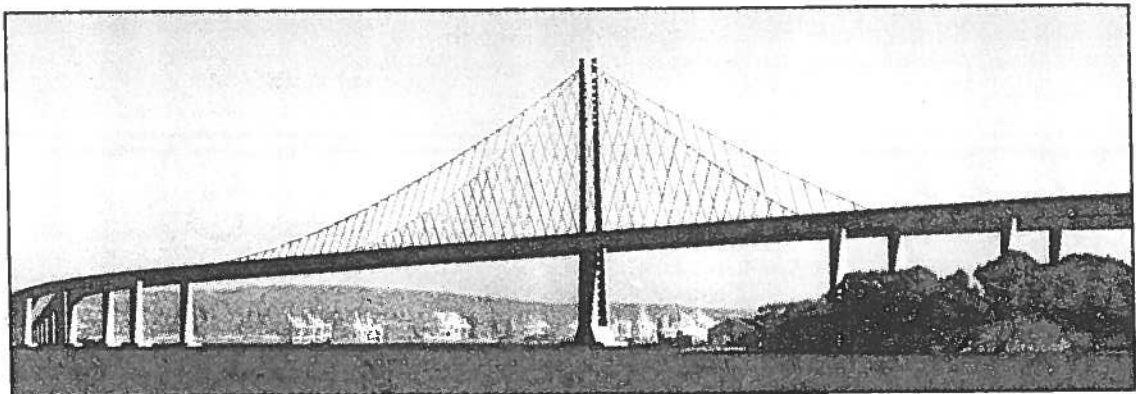
Delay could cost lives by extending the period when, in the worst scenario, a 1906-style tremor could hit the present span at rush hour. And if long delay and redesign for aesthetic purposes greatly raise the price of the undertaking, it could lead to renegotiation of the deal under which the state and area motorists share the cost, the latter through a \$1 toll increase already be-

ing collected.

Davis, newly in the governor's chair but a veteran of state policy-making in previous offices, said the other day that he will review the bridge issues raised by his long-time political associates and decide on the basis of "what is functional, what is cost-effective and what's the best service we can render." Fair enough. We will hold him to his omission of the factor of political loyalty or log-rolling in his decision-making.

The governor undoubtedly wants to stay on the good side of his fellow Democrats in the Oakland and San Francisco mayoralties — he once was Gov. Jerry Brown's chief of staff, and collaborated much with then-Assembly Speaker Willie Brown, who gave him significant support in the gubernatorial race. But crass political considerations do not count when the lives of citizens are in the balance. And taxpayers can ill afford additional millions for embroidery of the bridge design.

Mayor Willie Brown, after endorsing the northern bridge alignment, changed his mind to better foster economic development on the island property being taken over from the Navy. Mayor Jerry Brown wants a more prestigious design to boost Oakland, which got the ugly end of the Bay crossing six decades ago as San Francisco got a graceful suspension bridge. The mayors' arguments pale beside the need to provide a safe eastern span as quickly as is reasonable, with due regard for the taxpayers.



The proposed single-tower design for the eastern portion of the Bay Bridge.

S.F. Examiner, 2/21/99

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WEDNESDAY
February 17, 1999
LOCAL-4

CONGRESS shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press, or of the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

FIRST AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES, RATIFIED DEC. 15, 1791

OUR OPINION

Get on with it

THE way it's going, the Big One could rumble through the Bay Area and bring down the Bay Bridge, the busiest in the country, before we build a new one.

All the second-guessing about the new bridge design, or questioning whether it's better to proceed with a \$1 billion-plus retrofit of the 60-year-old edifice we've grown used to, as someone just did, is getting us nowhere.

We've already got a new design, and we need to put it up before that 7-plus magnitude quake

charges out of the Hayward or San

Andreas faults within the next 30 years, as forecast.

No one who lived through the Loma Prieta earthquake wants to be hurled back to Oct. 17, 1989, when collapsed sections of the Bay Bridge changed what had up to that time been a concept called "commuter hell" into a reality.

The mayors Brown, politicians on the Oakland City Council Public Works Committee and others who support re-opening the bridge design process for a year should remember why we're doing this.

Ideas about making a splendid statement for the new millennium and railroad and bike path additions are well and good, but: It's the quake, folks.

Besides, what's wrong with the design we've already got? It's a distinctive

enough civic symbol, surely, with its central tower embodying a stairway to the stars.

Bridges, like art, are what the beholder sees in them. Inevitably, individuality being what it is, this guarantees that whatever we choose isn't going to be universally acceptable. Carrying this subjective viewpoint further, we think what we've got looks fine, it's practical, it's ours and it's nearly ready to go.

Taking it back to the drawing board

will only delay the project, reigniting all the energies that came into play before the design was finally selected last June after two years of

discussion, debate, of accepting — and denying — variants and of hearing views, sometimes contradictory, from municipalities and agencies in Metropolitan Transportation Commission's nine constituent counties.

We don't need to start that all over again.

Even as things are now, work won't start until next year, and it is expected to take up to four years to complete.

In the meantime, we must put our trust in a \$22 million retrofit to hold up a structure with inbuilt operational and safety problems that is acknowledged incapable of withstanding a "design event" earthquake, or, as we know it — the Big One.

The Hayward or San Andreas faults may not wait. Why should we?

*What we've got looks fine,
it's practical, it's ours and
it's nearly ready to go.*

Contra Costa Times, 2/23/99

Davis' time of decision

GOV. GRAY DAVIS has an opportunity to display some backbone, please a lot of Bay Area commuters and demonstrate a commitment to fiscal responsibility. But to do so he must confront two former political allies, Mayor Willie Brown of San Francisco and Oakland Mayor Jerry Brown.

The mayors Brown are dissatisfied with the design and location of the proposed new section of the Bay Bridge from Oakland to Yerba Buena Island.

They want the new span to be built south of the present bridge instead of along the north side, which was decided by Caltrans a year ago after extensive public review. The Browns also want a new, more dramatic design and would like the bridge to have a capacity for heavy rail.

Reversing a decision at this late date would waste most of the \$40 million of preliminary work already done on the approved bridge plan. Much of the cost was for drilling test bores along the northern route, work that would have no application to a new course.

Redesigning the bridge would add considerable architectural costs. More important, it would delay the project, raising costs because of inflation. And it would postpone a major safety project that Bay Area motorists have been paying for with a \$1 increase in bridge tolls. No wonder the Contra Costa Council voted Friday to oppose a bridge design change.

A significant change and delay of the project could mean that the Legislature would have to re-approve the bridge, creating even further delays and jeopardizing an agreement in which the state pays two-thirds of the cost. Another problem with building the new bridge south of the present one is a southern alignment could force the East Bay Municipal Utility District to spend \$100 million moving a treated sewage pipeline.

While a southern route would be less intrusive on proposed development of Yerba Buena and Treasure islands, it would interfere with a proposed park.

However, the above costs would pale in comparison to the added expense of accommodating heavy rail on the new section of bridge. Why anyone in his right mind would want heavy rail on a section of bridge that ends in the middle of the Bay and connects with nothing at the other end is difficult to fathom. Yet both Browns favor the idea.

One wonders where Jerry Brown was during the inordinately lengthy public review regarding the new span. He had no objections until the plans were made. Willie Brown at one time favored the northern route, then changed his mind.

Davis and Caltrans should politely listen to the Browns, thank them for their belated input and then proceed with a new span on the north side of the current bridge and leave heavy rail to BART, a few fathoms below the Bay.

Congress of the United States

Washington, DC 20515

February 10, 1999

Letter to the Editor
San Francisco Chronicle
901 Mission Street
San Francisco, CA 94103
VIA FAX: 415/896-1107

To the Editor:

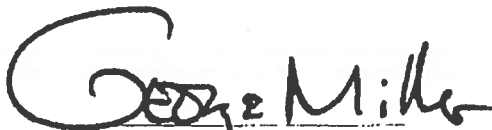
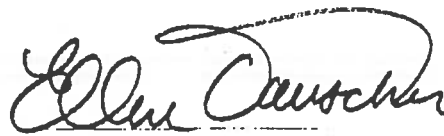
Recently, we, as Members of Congress representing the East Bay commuters, wrote a letter to Caltrans Director Jose Medina to urge that Caltrans and the Metropolitan Transportation Commission continue their regional consensus-building process with local officials who have expressed reservations about the Bay Bridge project. Unfortunately, the meaning of that letter was mischaracterized by your newspaper in its article last week ("Senators Ask for Changes in Current Bay Bridge Plan," Feb. 5). In fact, our letter did not ask for any changes; it asked for cooperation among local parties.

During the past few years, the lengthy and inclusive public planning process has enjoyed considerable public support. We are encouraged that Director Medina, in response to our letter, said that he remains "optimistic that working together we can resolve the issues surrounding the Bay Area's most important seismic safety project."

Our greatest concern is that this project move forward in an expeditious manner. We look forward to working with our local officials in continuing to facilitate timely completion of the necessary federal reviews. We hope that a final decision on a construction plan will be made soon, and made in a way that enjoys the consensus support of the local Bay Area community.

Finally, we remind all parties involved that it has been almost a decade since the 1989 Loma Prieta earthquake collapsed a section of the existing bridge. Our constituents and all the citizens of the Bay Area deserve a safe new bridge at the earliest possible date. We remain committed to an east span project that is completed promptly, with the appropriate environmental review and the full cooperation of federal and local officials.

Sincerely,


George Miller, M.C.
Ellen Tauscher, M.C.



PORT OF OAKLAND

CHARLES W. FOSTER
Executive Director

VIA FAX
510-464-7848

February 23, 1999

**Commissioner Mary King, Chair
San Francisco-Oakland Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 8th St.
Oakland, California 94623-0660**

Attn.: Steve Heminger, Deputy Director

**Re: SAN FRANCISCO - OAKLAND BAY BRIDGE:
EAST SPAN SEISMIC SAFETY PROJECT**

Dear Commissioner King:

In recent weeks, there has been a concerted effort by interested citizens and several public officials to have MTC and Caltrans reassess the work done to date in rebuilding the Bay Bridge. As the public debate has continued, individuals and organizations on all sides of the issues have invoked the interests of the Port of Oakland in supporting their particular points of view. Unfortunately, many of the recent references to the Port have overstated the Port's interests and viewpoint on the issues. The purpose of this letter is to explicitly articulate the Port's positions.

The Port fully understands that rebuilding the bridge is one of the region's most significant public works projects. It will have major long-term implications for Oakland, San Francisco, and the entire region. For that reason alone, the rebuilding effort merits thorough discussion about options. I believe that the debate has been healthy. We all recognize that consensus on these very important matters is difficult to achieve. However, the current discourse suggests that all those involved, including the Port, must strive to find as much 'middle ground' as possible. Be assured that the Port will continue to be a cooperative, collaborative participant in this debate. Although we have strong feelings about the issues that directly affect the Port, we also recognize that there are other interests as well, and are committed to finding a solution that works for all.

Since May 1997, the Port of Oakland has been on record in support of the extensive research, findings and conclusions that were presented by the Engineering & Design Advisory Panel (EDAP), MTC's Design Task Force, Caltrans' draft Environmental Impact Report, and other technical analyses. Generally, that remains the case. However, there are a handful of issues of importance to the Port, about which other organizations have commented. As a result, we have clarified our positions, and where necessary, have attempted to accommodate others' viewpoints. These are discussed in detail, as follows.

I. ALIGNMENT

A. THE NEW BRIDGE SHOULD NOT ADVERSELY IMPACT THE PORT'S CURRENT AND FUTURE OPERATIONS, OR LONG-RANGE EXPANSION PLANS.

Throughout the planning process, the Port has been most interested in the discussion about alternative alignments. Of all the characteristics of the new bridge, the various alignments presented to date have the most direct potential impact on the Port.

With the impending closure of the Oakland Army Base, the Port has short-term needs and long-term plans for marine terminal development on the south shore of the Oakland Bridge approach. These plans include immediate use of the Bay Bridge Break Bulk Terminal (which has been abandoned by the US Army), and the long-term development of a new terminal to the west of the break bulk terminal. These plans are based on the long-standing recommendations presented in the San Francisco Bay Area Regional Seaport Plan. The Regional Seaport Plan, as approved by MTC and BCDC, identifies those sites within San Francisco Bay that should be reserved for future port expansion, including the terminal sites along the south shore of the Oakland bridge approach. To varying degrees, the range of 'Southern Alignment' alternatives preclude development of portions of this proposed terminal, to the disadvantage of both the Port of Oakland and the future economic well-being of the region.

B. THE BRIDGE ALIGNMENT SHOULD ACCOUNT FOR IMPORTANT DESIGN CONSIDERATIONS AT THE OAKLAND TOUCHDOWN.

The peninsula at the western end of the Oakland approach (aka 'the Spit') presents a unique opportunity to enhance the entrance to Oakland and the East Bay from the bridge. (See discussion #IV, below) In recent months, Caltrans and several local and regional agencies have initiated an effort to create a gateway park or other similar feature, using land on the Spit that could be consolidated from Caltrans, the Port and the US Army.

A gateway park faces many design challenges, including poor access, traffic conflicts, potential intrusion of sensitive habitat, aesthetic impacts of the adjacent bridge and port expansion, etc. The Port believes that the northern alignment offers the most flexibility with which to overcome the inherent design constraints that exist. However, we also recognize that the southern alignment creates different land configurations, which can serve to separate park and port activities, to the benefit of both. These design options should be explored.

The final bridge alignment will be the significant determinant of how a potential gateway park might be configured, designed, programmed, accessed, and ultimately used. It is important that the alignment be finalized as soon as possible, to allow these efforts to continue.

C. RESPONSE TO SAN FRANCISCO'S SOUTHERN ALIGNMENT PROPOSAL

We are aware that the City of San Francisco and the US Navy have presented a new alternative alignment that is a variation of the range of 'Southern Alignment' alternatives presented earlier. We have discussed the proposal with San Francisco officials, and appreciate their attempt to develop a viable southern alignment proposal that does not adversely affect the Port.

We believe that the San Francisco proposal has less potential adverse impact on the Port than the alternative southern alignments presented by Caltrans. However, the impacts of the San Francisco alternative on Port plans are minimal only when compared to Caltrans' *southern* alignments. They are still greater than the impacts of the northern alternatives. *If it becomes necessary to build the bridge on a southern alignment, we believe that the San Francisco proposal is potentially a more reasoned alternative that has merit. We would be prepared to work toward a project that is based on that alternative, but it is not the Port's preferred alternative.*

Note that the Port of Oakland's position on preferred alignments has been consistent, and takes all of the above-referenced considerations into account. In summary, we believe that building the bridge on any of the northern alignments (or at least north of the existing alignment) will have little impact on the Port's plans and operations. In addition, the northern alignments appear to provide more flexibility by which to design a potential gateway feature. Although we are ready to work with all relevant agencies to build the bridge on the alignment proposed by San Francisco if the regional consensus is to do so, nothing presented to date changes our preferences for the northern alternatives.

II. TRAFFIC CAPACITY

D. THE BRIDGE'S TRAFFIC CAPACITY SHOULD BE MAINTAINED, IF NOT EXPANDED.

Specifically, the ability of truck traffic to directly access the Port's Outer Harbor terminal complex should not be compromised, either by diminishing lane capacity on the bridge itself, or by creating conflicts between truck traffic and other modes that would be using the Oakland approach.

We remain concerned that vehicular lane capacity is not expanding to a level commensurate with projected traffic. Simply maintaining current capacity in the face of increasing traffic levels is a de-facto reduction of capacity. This is especially true for truck trips with origins or destinations at the Port. Unfortunately, unlike automobile traffic, there are no viable alternatives to freight handling other than to use trucks on the bridge. ***Proposals which do not account for increased truck traffic or which suggest that lanes be decommissioned to accommodate other modes at the expense of truck capacity are not in the interests of the Port or Bay Area shippers. Methods must be found to increase capacity and traffic flow for truck purposes.***

III. ALTERNATIVE MODES

E. PEDESTRIAN, BICYCLE AND POTENTIAL RAIL SERVICE ON THE BRIDGE SHOULD BE SEPARATED FROM PORT-RELATED TRUCK AND RAIL TRAFFIC IN THE OAKLAND APPROACH.

The Port endorses the provision of bicycle and pedestrian trails on the bridge. However, it is important to recognize that if such trails are to be successful, they require connections from the bridge to regional networks in the East Bay. Safety requires that such access be sufficiently separated from truck traffic, both on the bridge and in the eastern approaches.

The Port will continue to oppose connecting trail segments through active port facilities, or along roadways that are dominated by Port-oriented truck traffic (e.g. Burma Road and Maritime Street). Design efforts should be undertaken now to address the potential for such conflict, and to determine how the project will avoid and mitigate the impacts by physically separating modes.

This concern applies to rail service as well. Potential rail service over the bridge to San Francisco that has been suggested must account for the ability of East Bay rail corridors to accommodate added passenger rail service through the Oakland approach, without compromising freight rail service to and from the Port.

IV. BRIDGE DESIGN & GATEWAY IMAGE

F. MORE CONSIDERATION SHOULD BE GIVEN TO MAKING SURE THE NEW BRIDGE ENHANCES THE ENTRANCE TO OAKLAND.

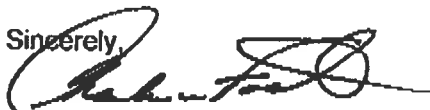
To date, recommendations for the design of the bridge structure and the Oakland touchdown area have dominated public discussion. Admittedly, these are areas where subjective points of view are difficult to reconcile. However, it is clear from the current debate that there is an inordinate amount of dissatisfaction in Oakland with the proposed project design. Caltrans must better address the concerns raised by Mayor Brown and the many interested citizens who believe that the proposed project does not sufficiently promote the gateway to Oakland.

As noted earlier (see discussion #1), parallel efforts are underway by Caltrans and other agencies to develop a concept to enhance the entry to Oakland. ***Caltrans should reconsider its current position that creation of an appropriate park or other feature that will enhance the Oakland approach is not part of the bridge project. While it is gratifying to see both MTC and Caltrans supporting East Bay communities' efforts in this regard, it is incongruous to assert that the enhancement project bears little relationship to the rebuilding of the bridge, and should not be included in the project's financing.***

At the same time, I believe it is appropriate for Caltrans to initiate a public 'peer-review' exercise, with an expressed purpose of identifying what should be done to address Oakland's concerns about the architectural features of the bridge itself and the city's gateway image. It need not start the design process over again; nor overly delay the progress of the bridge. It can be accomplished via additional design forums that incorporate public input and present critiques of the current design elements.

I trust that this will clarify the Port of Oakland's views on the matters before you. Thank you again for the opportunity to participate in your deliberations. Port staff will be available at your convenience to provide additional information about our positions.

Sincerely,



Charles W. Foster
Executive Director

cc: Mayor Jerry Brown
Oakland City Council Members.
Robert Bobb, City Manager
Terry Roberts, Public Works Agency

Board of Port Commissioners
Larry Dahms, MTC
Denis Mulligan, Caltrans
Patrick O'Brien, EBRPD

Mayor Willie Brown
Annemarie Conroy
Sec. William Cassidy, USN



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707

422-6491 • Fax 438-0656

February 16, 1999



Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Chair Mary King
Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Chair King:

On February 10, 1999, the Solano Transportation Authority (STA) Board adopted the attached resolution in support of MTC's preferred alternative for the new east span of the San Francisco-Oakland Bay Bridge and start of construction as soon as possible.

Timely replacement of the east span is critical to many commuters in Solano County. The 1990 Census survey travel data estimate that 6.5% of the commuters using the Bay Bridge originate in Solano County. Expediting construction of the new east span is critical because of the seismic safety issues on the bridge. In addition, any changes to the scope or alignment would not only delay construction of this seismic project, but dramatically increase costs as well. Revising the alignment or scope of the project would cause a delay of from 18 to 36 months and waste approximately \$15 million or more spent to date in design costs.

The STA Board endorses MTC's selection of the single-tower suspension span and causeway, and construction of the bridges as currently envisioned, without further provisions for rail beyond those already envisioned. Any delay for the new east span will increase the total cost of the project. Commuters from Solano County pay two tolls as they traverse two bridges to travel to San Francisco.

Thank you in advance for your consideration of the STA Board's view. Please call me at (707) 422-6491 if we can provide additional information or assistance.

Sincerely,

Michelle Morris Brubaker
Interim Executive Director

Enclosure

cc:	Hon. Diane Feinstein	Hon. Patricia Wiggins
	Hon. Barbara Boxer	Jose Medina, Caltrans
	Hon. George Miller	Larry Dahms, MTC
	Hon. Maurice Johannessen	Robert McCleary, Contra Costa Transportation Authority
	Hon. Wesley Chesbro	STA Board Members
	Hon. Helen Thompson	

Resolution 99- 05

A Resolution of the Solano Transportation Authority In Support of MTC's Preferred Alternative for the New East Span of the San Francisco-Oakland Bay Bridge, And Start of Construction As Soon As Possible

WHEREAS, the 1937 East Span of the San Francisco-Oakland Bay Bridge is a steel truss design which is no longer adequate to meet critical seismic safety standards of survivability and usability following a major earthquake; and

WHEREAS, the 1937 bridge can be retrofitted to improve its seismic safety at an approximate cost of \$909 million, but that cost is approximately 60 to 70 percent of the cost of replacing it with a newer span; and

WHEREAS, a new span has lower life cycle costs and would reduce disruption of traffic flow during construction, and modern technology would provide greater seismic resistance, a longer economic life, less environmental impacts than retrofit, and lower maintenance costs; and

WHEREAS, the Metropolitan Transportation Commission (MTC) and Caltrans have both endorsed the construction of a new East Span to replace the steel truss structure; and

WHEREAS, on June 24, 1998, after more than a year of deliberations and discussion, MTC endorsed a scope, schedule and budget for the new East Span, as follows: (1) alignment N-6, north of the existing bridge, with a self-anchoring, single-tower suspension span adjacent to Yerba Buena Island; (2) a 15 1/2 foot separated bicycle and pedestrian facility, and provision for future conversion of shoulders/lanes to a light rail line, if warranted; (3) approval of the environmental document in summer, 1999, with start of construction in spring/summer 2000; and (4) a \$1.5 billion cost estimate for the base bridge, plus \$91 million for the single-tower suspension span and \$50 million for the bicycle/pedestrian path; and

WHEREAS, to protect public safety and expedite delivery of this critical seismic safety project, following the MTC endorsement of the N-6 alignment, Caltrans began at-risk design, and has invested on the order of \$15 million to date in that effort; and

WHEREAS, the scope of the bridge includes provisions to incorporate light rail transit under certain conditions, where removal of shoulders, and narrowing or removal of lanes would permit such addition, similar to provisions being made on the new Benicia-Martinez and Carquinez bridges; and

WHEREAS, heavy rail service is already provided across the Bay by the Bay Area Rapid Transit District; and

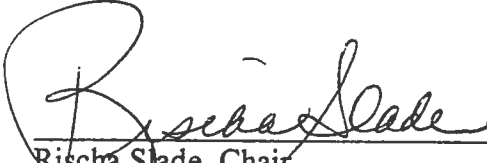
WHEREAS, 1990 Census survey travel data estimate that 80 percent of the commuters using the Bay Bridge originate in the East Bay and Solano County – Alameda County, 40.9 %; Contra Costa County, 32.5%; and Solano, 6.5%;

NOW, THEREFORE, BE IT RESOLVED, that the Solano Transportation Authority (STA) hereby fully endorses MTC's preferred options for the new Bay Bridge East Span Replacement Project as follows:

1. Construction of the new East Span on the N-6 alignment; and
Incorporation of the single-tower, self-anchoring suspension span adjacent to Yerba Buena Island, at an estimated cost of \$91 million; and
2. Including bicycle lanes on the new East Span at an estimated cost of \$50 million; and
3. Making accommodations for light rail as currently envisioned by Caltrans; and

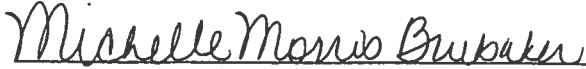
BE IT FURTHER RESOLVED, that the STA is strongly opposed to the suggestion which has been made by several parties to revise MTC's preferred design alternative for the new bridge for the purpose of accommodating heavy rail transit in the future; because the STA believes that such a change would delay the project significantly, would be incompatible with the need and purpose of the bridge to enhance public safety, and is inconsistent with the financial plan for the new structure as statutorily enacted; and

BE IT FURTHER RESOLVED, that the Solano Transportation Authority strongly urges that Caltrans, MTC, and all affected parties recognize the fundamental importance to public safety of constructing this bridge as soon as possible, and make every effort to accelerate construction of the new East Span – with a goal of having construction underway no later than summer, 2000.



Risha Slade, Chair
Solano Transportation Authority

I, MICHELLE MORRIS BRUBAKER, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by the STA at a regular meeting thereof held this 10th day of February, 1999.



Michelle Morris Brubaker, Executive Director
Solano Transportation Authority



ORIGINAL

CONTRA COSTA TRANSPORTATION AUTHORITY

Resolution 98-41-P

**A Resolution in Support of MTC's Preferred Alternative for
the New East Span of the San Francisco-Oakland Bay Bridge,
and Start of Construction as Soon as Possible**

Whereas, the 1937 East Span of the San Francisco-Oakland Bay Bridge is a steel truss design which is no longer adequate to meet critical seismic safety standards of survivability and usability following a major earthquake; and

Whereas, the 1937 bridge can be retrofitted to improve its seismic safety at an approximate cost of \$909 million, but that cost is approximately 60 to 70 percent of the cost of replacing it with a newer span; and

Whereas, a new span has lower life cycle costs and would reduce disruption of traffic flow during construction, and modern technology would provide greater seismic resistance, a longer economic life, less environmental impacts than retrofit, and lower maintenance costs; and

Whereas, the Metropolitan Transportation Commission (MTC) and Caltrans have both endorsed the construction of a new East Span to replace the steel truss structure; and

Whereas, on June 24, 1998, after more than a year of deliberations and discussion, the MTC endorsed a scope, schedule and budget for the new East Span, as follows: (1) alignment N-6, north of the existing bridge, with a self-anchoring, single-tower suspension span adjacent to Yerba Buena Island, a 15 ½ foot separated bicycle and pedestrian facility, and provision for future conversion of shoulders/lanes to a light rail line, if warranted; (3) approval of the environmental document in summer, 1999, with start of construction in spring/summer 2000; and (4) a \$1.5 billion cost estimate for the base bridge, plus \$91 million for the single-tower suspension span and \$50 million for the bicycle/pedestrian path; and

Whereas, to protect public safety and expedite delivery of this critical seismic safety project, following the MTC endorsement of the N-6 alignment Caltrans began at-risk design, and has invested on the order of \$15 million to date in that effort; and

Whereas, the scope of the bridge includes provisions to incorporate light rail transit under certain conditions, where removal of shoulders, and narrowing or removal of lanes would permit such addition, similar to provisions being made on the new Benicia-Martinez and Carquinez bridges; and

Whereas, heavy rail service is already provided across the Bay by the Bay Area Rapid Transit District; and

Contra Costa Transportation Authority

Resolution 98-41-P, November 18, 1998

Page 2

Whereas, 1990 Census survey travel data estimate that 80 percent of the commuters using the Bay Bridge originate in the East Bay and Solano County — Alameda County, 40.9 %; Contra Costa County, 32.5%; and Solano, 6.5%;

Now, Therefore, Be It Resolved, that the Contra Costa Transportation Authority hereby fully endorses MTC's preferred options for the new Bay Bridge East Span Replacement Project as follows:

1. Construction of the new East Span on the N-6 alignment;
2. Incorporation of the single-tower, self-anchoring suspension span adjacent to Yerba Buena Island, at an estimated cost of \$91 million;
3. Including bicycle lanes on the new East Span at an estimated cost of \$50 million; and
4. Making accommodations for light rail as currently envisioned by Caltrans; and

Be It Further Resolved, that the Authority is strongly opposed to the suggestion which has been made by several parties to revise MTC's preferred design alternative for the new bridge for the purpose of accommodating heavy rail transit in the future; because the Authority believes that such a change would delay the project significantly, would be incompatible with the need and purpose of the bridge to enhance public safety, and is inconsistent with the financial plan for the new structure as statutorily enacted; and

Be It Further Resolved, that the Contra Costa Transportation Authority strongly urges that Caltrans, MTC, and all affected parties recognize the fundamental importance to public safety of constructing this bridge as soon as possible, and make every effort to accelerate construction of the new East Span — with a goal of having construction underway no later than summer, 2000.


Barbara Guise, Chair

This Resolution was entered into a meeting
of the Contra Costa Transportation Authority,
held on November 18, 1998
in Walnut Creek, California.

Attest: 
Robert K. McCleary, Executive Director

RESOLUTION 97-04**WCCTAC RESOLUTION RELATING TO THE NEW
SAN FRANCISCO-OAKLAND BAY BRIDGE**

WHEREAS, the West Contra Costa Transportation Advisory Committee (WCCTAC), through a "Joint Exercise of Powers Agreement," is the West Contra Costa Regional Transportation Planning Committee. WCCTAC's members include the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo; and the agencies AC Transit and BART; and Contra Costa County. The WCCTAC is charged with assessing the transportation needs and coordinating the actions of its members with regard to transportation issues; and

WHEREAS, the East Span of the San Francisco-Oakland Bay Bridge will be replaced for public safety and environmental benefits; and

WHEREAS, the 1990 Census survey travel data estimates that 73 percent of the commuters using the Bay Bridge originate in Alameda and Contra Costa counties so that Alameda and Contra Costa counties will pay a majority of the tolls on the Bay Bridge and should have a strong voice in decisions currently being made about the project; and

WHEREAS, the "Interstate 80 Corridor Study (November 1996)" predicts that "freeway congestion in the mixed flow lanes will remain heavy between the Carquinez and Bay Bridges even with major levels of investment in new transit services;" and

WHEREAS, the West Contra Costa County Action Plan (December 1994) lists six major traffic objectives (and numerous supporting actions) for I-80 between the Carquinez Bridge and El Cerrito (which feeds into I-80 in Alameda County and onto the Bay Bridge); and

WHEREAS, the Metropolitan Transportation Commission's (MTC) task force is evaluating design alternatives and additional work beyond the bridge construction as part of the retrofit funding package.

NOW, THEREFORE, BE IT RESOLVED that the WCCTAC Board does hereby support the following relative to the Bay Bridge project:

1. That consideration be given to more cost-effective transit options for bicycle trips over the Bay Bridge (such as additional bicycle racks on buses and increased van shuttles for bicycles) instead of spending an estimated \$150 to \$200 million on a bicycle lane;
2. That the necessary safety and seismic retrofit of the existing Transbay Terminal be expedited using existing bridge toll revenues consistent with statutory priorities;
3. That strong consideration be given to additional individual comments on the project made by the jurisdictions and agencies in Contra Costa County; and
4. That every effort be made to accelerate construction of the new East Span of the Bay Bridge due to seismic and safety issues related to the existing span.

The foregoing Resolution was adopted by the WCCTAC at the regular meeting on June 27, 1997.

Approved:



Irma L. Anderson, Chair



CONTRA COSTA COUNCIL

877 Ygnacio Valley Road, Ste. 202
Walnut Creek, CA 94596
Phone: (925) 944-8975
Fax: (925) 944-8989

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Date	2/22	# of pages	1
To	MARGE	From	JIM JAKEL
Co./Dept.	MTL	Co.	
Phone #		Phone #	(925) 944-8975
Fax #	(570) 464-7848	Fax #	(925) 944-8989

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Bill Gray
President
William R. Gray Company

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Vice President
Events
Vicky De Young
Office Property Agent
Grubb & Ellis

Vice President
Communications
Toni Van de Broeke
Principal
VdB Communications

Executive Director
Jim Jakel

Mr. Jose Medina, Director
California Department of Transportation
1120 N Street, MS-49
Sacramento, CA 95814

February 19, 1999

Subject: Support for Existing Alignment and Design of the Eastern Span of the
San Francisco-Oakland Bay Bridge.

Dear Director Medina:

The Contra Costa Council is a non-profit, public policy business organization located in Contra Costa County. We are dedicated to fostering the economic development of Contra Costa County and the maintenance of our quality of life for both businesses and residents of our County. The nearly 400 members of the Council employ nearly one quarter of all the employed residents of Contra Costa.

We are writing you today to convey the Council Board of Directors support for the continuing design and construction of the northern alignment of the Eastern span of the San Francisco-Oakland Bay Bridge. As you are well aware, this is an issue of critical public safety given the seismic vulnerability of the existing bridge. For nearly two years the Council, along with, literally, hundreds of other people, participated in a process that has led to the current design and alignment. Throughout this process there has been substantial dialogue and controversy around what would, ultimately, be the most appropriate choice for the new bridge. The decision was made, the designs are well underway and this project needs to proceed in as expeditious manner as possible. The Loma Prieta earthquake occurred nearly ten years ago and, along with it, came the knowledge that this span needs to be replaced. We urge you to direct the current project to proceed and resist starting a whole new process which will delay the project further and, almost undoubtedly, raise the cost of this project substantially.

I look forward to working with you, on a number of issues in the coming years, as you address the challenging issues of transportation for the state. Thank you, in advance, for your consideration of the Contra Costa Council's views.

Sincerely,

Jim Jakel
Executive Director

JJ/pw
cc:

Governor Gray Davis
Hon. Dianne Feinstein
Hon. Barbara Boxer
Hon. George Miller
Hon. Ellen Tauscher
Hon. Richard Rainey
Hon. Don Perata

Hon. Tom Tortakson
Hon. Lynne Leach
Hon. Dion Aroner
Larry Dahms, MTC
Bill Gray, W.R. Company



Board of Supervisors**COUNTY OF SAN MATEO**

COUNTY GOVERNMENT CENTER • REDWOOD CITY • CALIFORNIA 94063-1655
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BOARD OF SUPERVISORS
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JOHN MALTBIE
COUNTY MANAGER/
CLERK OF THE BOARD

(650) 363-4653
FAX: (650) 599-1027

February 24, 1999

Mr. Steve Heminger
Deputy Executive Director
MTC
101 Eighth Street
Oakland, CA 94607

Dear Mr. Heminger:

A resolution in support of the Metropolitan Transportation Commission's preferred alternative for the new east span of the San Francisco-Oakland Bay Bridge and start of construction as soon as possible was adopted by the San Mateo County Board of Supervisors on February 22, 1999. I have attached a copy of our resolution for your review.

Sincerely,

A handwritten signature in cursive script that reads "Mary Griffin".

MARY GRIFFIN
President
San Mateo County Board of Supervisors

MG:kak

THE BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA**RESOLUTION NO. _____**

Resolution by the Board of Supervisors of the County of San Mateo, State of California, in support of the Metropolitan Transportation Commission's (MTC) Preferred Alternative for the New East Span of the San Francisco-Oakland Bay Bridge and start of construction as soon as possible.

WHEREAS, the 1937 East Span of the San Francisco-Oakland Bay Bridge is a steel truss design, which is no longer adequate to meet critical seismic safety standards of survivability and usability following a major earthquake; and

WHEREAS, the 1937 bridge can be retrofitted to improve its seismic safety at an approximate cost of \$909 million, but that cost is approximately 60 to 70 percent of the cost of replacing it with a newer span; and

WHEREAS, a new span has lower life cycle costs and would reduce disruption of traffic flow during construction, and modern technology would provide greater seismic resistance, a longer economic life, less environmental impacts than retrofit, and lower maintenance costs; and

WHEREAS, the Metropolitan Transportation Commission (MTC) and Caltrans have both endorsed the construction of a new East Span to replace the steel truss structure; and

WHEREAS, on June 24, 1998, after more than a year of deliberations and discussion, MTC endorsed a scope, schedule and budget for the new East Span, as follows: (1) alignment N-6, north of the existing bridge, with a self-anchoring, single-tower suspension span adjacent to Yerba Buena Island; (2) a 15 1/2 foot separated bicycle and pedestrian facility, and provision for future conversion of shoulders/lanes to a light rail line, if warranted; (3) approval of the environmental document in summer 1999, with a start of construction in spring/summer 2000; and (4) a \$1.5 billion cost estimate for the base bridge, plus \$91 million for the single-tower suspension span and \$50 million for the bicycle/pedestrian path; and

WHEREAS, to protect public safety and expedite delivery of this critical seismic safety project, following the MTC endorsement of the N-6 alignment, Caltrans began at-risk design, and has invested on the order of \$40 million to date in that effort; and

WHEREAS, the scope of the bridge includes provisions to incorporate light rail transit under certain conditions, where removal of shoulders, and narrowing or removal of lanes would permit such addition, similar to provisions being made on the new Benicia-Martinez and Carquinez bridges; and

WHEREAS, Senate Bill 60, signed into law in August 1997, designated MTC as the responsible local agency for making bridge design recommendations; and

WHEREAS, Senate Bill 60 also provided the state revenue sources would fund 2/3 of the cost of the new Eastern Span and Bay Area toll payers would fund only 1/3 of the cost, and re-opening the design and alignment recommendations of MTC could jeopardize this favorable funding arrangement; and

NOW, THEREFORE, BE IT RESOLVED that the San Mateo County Board of Supervisors fully endorses MTC's preferred options for the new Bay Bridge East Span Replacement Project as follows:

1. Construction of the new East Span on the N-6 alignment; and incorporation of the single-tower, self-anchoring suspension span adjacent to Yerba Buena Island, at an estimated cost of \$91 million; and
2. Including bicycle lanes on the new East Span at an estimated cost of \$50 million; and
3. Making accommodations for light rail as currently envisioned by Caltrans; and

BE IT FURTHER RESOLVED, that the San Mateo County Board of Supervisors strongly urges that Caltrans, MTC, and all affected parties recognize the fundamental importance to public safety of constructing this bridge as soon as possible, and make every effort to accelerate construction of the new East Span--with a goal of having construction underway no later than summer 2000.

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EDAP & BBDTF

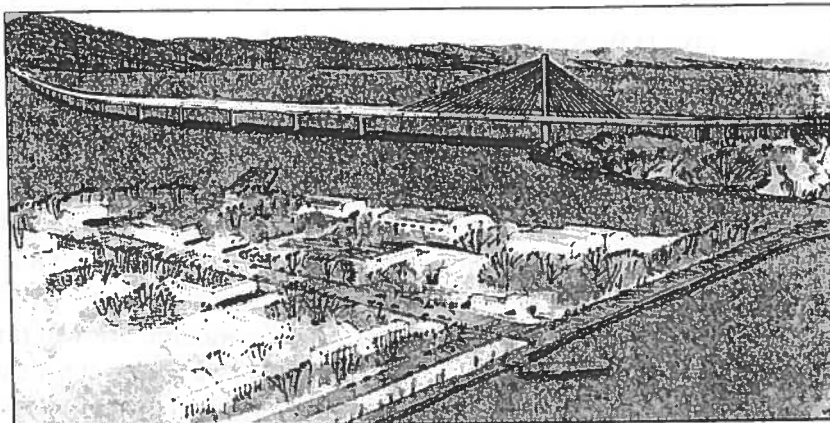
EDITORIALS

AND

CORRESPONDENCE

EDITORIALS

2/22/99



An artist's rendition of the proposed new eastern span of the Bay Bridge.

You Pay the Toll For Mayors' Egos

THERE ARE two big reasons for Governor Gray Davis to scrap the current plans for a new eastern span of the Bay Bridge. Those reasons are named Mayor Willie Brown of San Francisco and Mayor Jerry Brown of Oakland, each of whom has great influence with the new governor.

Beyond that, the case to go forward with the \$1.5 billion plan to build the new bridge north of the quake-vulnerable existing span is simply overwhelming.

The two Browns have very different objections to the current plan, but there is little doubt they have the clout to force the project back to the drawing board — unless Bay Area residents send a loud shout of common sense toward the governor's office in Sacramento.

The Browns have arrived late in the process, which involved considerable public input. Some \$40 million has been spent in design preparation during the past two years, much of it specific to the northern plan.

Mayor Willie Brown's main concern is that the northern alignment would interfere with development plans for the eastern tip of Yerba Buena Island. The city blueprints now put a microbrewery, live-work studios and a conference center in the path of the proposed bridge.

Mayor Jerry Brown, for his part, is demanding an international competition to design a "world-class" structure.

The two mayors are asking Governor Davis to force the Department of Transportation to consider a new bridge that would be south of the existing span.

The current northern plan, with its single tower suspension span and curving alignment, is just fine. As for Brown's development concerns, there are trade-offs to either route.

A southern alignment, as favored by the two Browns, would squeeze the Port of Oakland's long-term expansion area. The south-

ern route would straddle an 8-foot-diameter pipe that carries treated sewage water, raising the danger of puncture in an earthquake. Relocation could cost up to \$100 million. The tower of a southern suspension bridge would need to be anchored in deeper water, an additional cost of about \$75 million. The Browns' alternative would slice through the middle of a proposed 28-acre park that connects with a bike path.

Moreover, prolonging the planning process means the project will cost more money. For what?

Will either Brown really be satisfied at the end? There are no guarantees. There are down sides to the northern plan, but they are known and they are manageable. The southern alternative has not been subjected to an environmental review.

The Browns may be united today in their opposition to the northern alignment. That unity could dissolve in a hurry.

One of their arguments is that their plan — putting the bridge on a straight line between Yerba Buena Island and Oakland — would produce a shorter, and thus potentially cheaper, bridge.

But would "world class" architects agree with the straight-line approach? And would their vision necessarily dovetail with Willie Brown's plans for Treasure Island redevelopment? Would the new plan be acceptable for the environment or the pocketbook?

To delay this project further is to invite disaster.

Meanwhile, more than 100,000 cars a day stop at the tollbooth, paying a \$1 surcharge to pay for a new bridge that can survive a major earthquake.

Tolls must cover \$1 out of every \$3 spent on this project. That is something to keep in mind as the Browns try to downplay the cost of pursuing their dream bridge that may or may not be possible.

Battle of the Bay Bridge

New governor weighs political and practical issues in choosing how — and how fast — to replace endangered eastern span

GOV. DAVIS faces a stern test of his priorities in mapping the state's further course for replacing the earthquake-threatened eastern span of the Bay Bridge. He must choose between the urgings of Caltrans experts and the Metropolitan Transportation Commission to press ahead with a northern alignment for a single-tower span between Oakland and Yerba Buena Island, and the demand of powerful political allies — Mayors Willie Brown of San Francisco and Jerry Brown of Oakland — for a different alignment and/or a more beautiful bridge.

There are couple of problems about changing the plan, now nearing final approval for an early-2000 construction start and completion in 2004, and starting anew. It could mean years of delay in providing a safe substitute for the structure that broke lethally in the 1989 Loma Prieta quake, and it means wasting much of the \$40 million already spent preparing for the \$1.5 billion project.

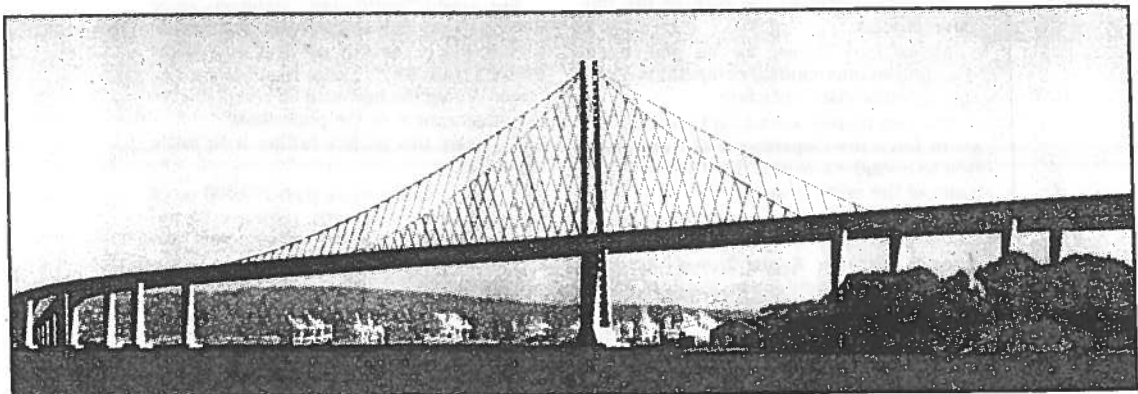
Delay could cost lives by extending the period when, in the worst scenario, a 1906-style tremor could hit the present span at rush hour. And if long delay and redesign for aesthetic purposes greatly raise the price of the undertaking, it could lead to renegotiation of the deal under which the state and area motorists share the cost, the latter through a \$1 toll increase already be-

ing collected.

Davis, newly in the governor's chair but a veteran of state policy-making in previous offices, said the other day that he will review the bridge issues raised by his long-time political associates and decide on the basis of "what is functional, what is cost-effective and what's the best service we can render." Fair enough. We will hold him to his omission of the factor of political loyalty or log-rolling in his decision-making.

The governor undoubtedly wants to stay on the good side of his fellow Democrats in the Oakland and San Francisco mayoralities — he once was Gov. Jerry Brown's chief of staff, and collaborated much with then-Assembly Speaker Willie Brown, who gave him significant support in the gubernatorial race. But crass political considerations do not count when the lives of citizens are in the balance. And taxpayers can ill afford additional millions for embroidery of the bridge design.

Mayor Willie Brown, after endorsing the northern bridge alignment, changed his mind to better foster economic development on the island property being taken over from the Navy. Mayor Jerry Brown wants a more prestigious design to boost Oakland, which got the ugly end of the Bay crossing six decades ago as San Francisco got a graceful suspension bridge. The mayors' arguments pale beside the need to provide a safe eastern span as quickly as is reasonable, with due regard for the taxpayers.



The proposed single-tower design for the eastern portion of the Bay Bridge.

S.F. Examiner, 2/21/99

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Senior Vice President/Circulation

WEDNESDAY
February 17, 1999
LOCAL-4

CONGRESS shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press, or of the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

FIRST AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES, RATIFIED DEC. 15, 1791

OUR OPINION

Get on with it

THE way it's going, the Big One could rumble through the Bay Area and bring down the Bay Bridge, the busiest in the country, before we build a new one.

All the second-guessing about the new bridge design, or questioning whether it's better to proceed with a \$1 billion-plus retrofit of the 60-year-old edifice we've grown used to, as someone just did, is getting us nowhere.

We've already got a new design, and we need to put it up before that 7-plus magnitude quake charges out of the Hayward or San

Andreas faults within the next 30 years, as forecast.

No one who lived through the Loma Prieta earthquake wants to be hurled back to Oct. 17, 1989, when collapsed sections of the Bay Bridge changed what had up to that time been a concept called "commuter hell" into a reality.

The mayors Brown, politicians on the Oakland City Council Public Works Committee and others who support re-opening the bridge design process for a year should remember why we're doing this.

Ideas about making a splendid statement for the new millennium and railroad and bike path additions are well and good, but: It's the quake, folks.

Besides, what's wrong with the design we've already got? It's a distinctive

enough civic symbol, surely, with its central tower embodying a stairway to the stars.

Bridges, like art, are what the beholder sees in them. Inevitably, individuality being what it is, this guarantees that whatever we choose isn't going to be universally acceptable. Carrying this subjective viewpoint further, we think what we've got looks fine, it's practical, it's ours and it's nearly ready to go.

Taking it back to the drawing board will only delay the project, reigniting all the energies that came into play before the design was finally selected last June after two years of

discussion, debate, of accepting — and denying — variants and of hearing views, sometimes contradictory, from municipalities and agencies in Metropolitan Transportation Commission's nine constituent counties.

We don't need to start that all over again.

Even as things are now, work won't start until next year, and it is expected to take up to four years to complete.

In the meantime, we must put our trust in a \$22 million retrofit to hold up a structure with inbuilt operational and safety problems that is acknowledged incapable of withstanding a "design event" earthquake, or, as we know it — the Big One.

The Hayward or San Andreas faults may not wait. Why should we?

*What we've got looks fine,
it's practical, it's ours and
it's nearly ready to go.*

Contra Costa Times, 2/23/99

Davis' time of decision

GOV. GRAY DAVIS has an opportunity to display some backbone, please a lot of Bay Area commuters and demonstrate a commitment to fiscal responsibility. But to do so he must confront two former political allies, Mayor Willie Brown of San Francisco and Oakland Mayor Jerry Brown.

The mayors Brown are dissatisfied with the design and location of the proposed new section of the Bay Bridge from Oakland to Yerba Buena Island.

They want the new span to be built south of the present bridge instead of along the north side, which was decided by Caltrans a year ago after extensive public review. The Browns also want a new, more dramatic design and would like the bridge to have a capacity for heavy rail.

Reversing a decision at this late date would waste most of the \$40 million of preliminary work already done on the approved bridge plan. Much of the cost was for drilling test bores along the northern route, work that would have no application to a new course.

Redesigning the bridge would add considerable architectural costs. More important, it would delay the project, raising costs because of inflation. And it would postpone a major safety project that Bay Area motorists have been paying for with a \$1 increase in bridge tolls. No wonder the Contra Costa Council voted Friday to oppose a bridge design change.

A significant change and delay of the project could mean that the Legislature would have to re-approve the bridge, creating even further delays and jeopardizing an agreement in which the state pays two-thirds of the cost. Another problem with building the new bridge south of the present one is a southern alignment could force the East Bay Municipal Utility District to spend \$100 million moving a treated sewage pipeline.

While a southern route would be less intrusive on proposed development of Yerba Buena and Treasure islands, it would interfere with a proposed park.

However, the above costs would pale in comparison to the added expense of accommodating heavy rail on the new section of bridge. Why anyone in his right mind would want heavy rail on a section of bridge that ends in the middle of the Bay and connects with nothing at the other end is difficult to fathom. Yet both Browns favor the idea.

One wonders where Jerry Brown was during the inordinately lengthy public review regarding the new span. He had no objections until the plans were made. Willie Brown at one time favored the northern route, then changed his mind.

Davis and Caltrans should politely listen to the Browns, thank them for their belated input and then proceed with a new span on the north side of the current bridge and leave heavy rail to BART, a few fathoms below the Bay.



**OFFICE OF THE MAYOR
WILLIE LEWIS BROWN, JR.
SAN FRANCISCO**

1 DR. CARLTON B. GOODLETT PLACE
SAN FRANCISCO, CALIFORNIA 94102
(415) 564-8141



**OFFICE OF THE MAYOR
JERRY BROWN
OAKLAND**

1 FRANK H. OGAWA PLAZA, 3RD FLOOR
OAKLAND, CALIFORNIA 94612
(510) 238-3141

February 11, 1999

**Honorable Gray Davis
State Capital Building
Sacramento, CA 95814**

Dear Governor Davis,

The Bay Bridge is one of the most significant assets in the Bay Area. The redesign of the bridge is one of the most important projects of our lifetime. The process to date has not produced a world-class design. Nor has the process considered long term alternative transportation modes, such as rail, to reduce traffic congestion and pollution.

This shortsighted design makes little sense for a bridge with a life expectancy of 150 years. As you know, over 65% of those voting in San Francisco, Oakland, Berkeley, and Emeryville clearly stated that passenger rail service should be included as part of the redesign of the bridge to reduce regional traffic congestion.

Since the bridge is located in our cities, we will be the most impacted by whatever is finally built. Accordingly, we jointly endorse the following:

1. A southern alignment that is designed to minimize the impact on Yerba Buena Island and the area adjacent to the Oakland anchorage.
2. Reopening the process to produce a world-class design. This would involve an account of a gateway/park at the anchorage in Oakland and propose creative ways to resolve on/off ramp impacts on Yerba Buena Island.
3. A study of long term passenger rail options between Oakland and downtown San Francisco and provisions for rail built into the new eastern span bridge structure.
4. A bicycle/pedestrian path from Oakland to San Francisco.
5. Appropriate provisions for local hiring and contracting goals.

Time is of the essence because Caltrans is continuing with the design. It is urgent that you redirect the process to ensure a bridge that will be safe, aesthetically world class, and meet our long term transportation needs.



OFFICE OF THE MAYOR
WILLIE LEWIS BROWN, JR.
SAN FRANCISCO

1 DR. CARLTON B. GOODLETT PLACE
SAN FRANCISCO, CALIFORNIA 94102
(415) 864-8141



OFFICE OF THE MAYOR
JERRY BROWN
OAKLAND

1 FRANK H. OGAWA PLAZA, 3RD FLOOR
OAKLAND, CALIFORNIA 94612
(510) 238-3141

We look forward to meeting with you to discuss these issues which are of such importance to the people of the Bay Area.

Respectfully,

WILLIE L. BROWN, JR.
Mayor, City of San Francisco

JERRY BROWN
Mayor, City of Oakland

cc: Jose Medina, Caltrans

P.S.

Gray —

Let's move on this —

a bridge of "raised expectations"

See you soon!

Congress of the United States

Washington, DC 20515

January 26, 1999

Jose Medina, Director
CalTRANS
1120 N Street, MS-49
Sacramento, California 95814

Dear Director Medina:

Congratulations on your appointment as Director of CalTRANS. We look forward to working with you on the transportation issues affecting our communities and the State of California.

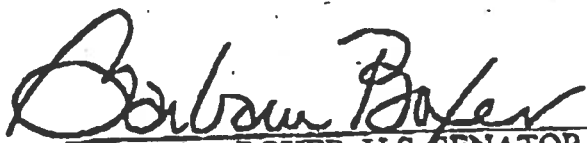
Earlier this month, our offices were briefed by Dennis Mulligan from your office regarding the status of the proposed San Francisco-Oakland Bridge East Span Seismic Safety project. At that briefing, we discussed the alignment issue and steps that CalTRANS might take to encourage a timely consensus with the principal local governmental officials involved in this project, including the Mayors of San Francisco and Oakland. To achieve this consensus, careful and thorough consideration must be given to the redevelopment and land-use impact issues of the local communities, as well as to recommendations on both proposed alignments, including the modified southern alignment.


We strongly believe that only by achieving a local consensus will this project be able to move forward through the complexities and requirements of both the Base Realignment and Closure (BRAC) and National Environmental Policy Act (NEPA) processes. We urge you to initiate the necessary meetings to begin these discussions at the local level in order to reach agreement on this important project for the San Francisco Bay Area.

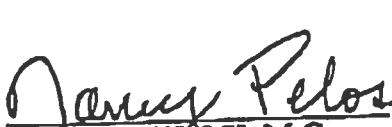
Thank you for considering our request. We believe this important step by CalTRANS, under your leadership, could result in agreement by all parties concerned.

We look forward to working with you on this project and to hearing from you about its progress in the near future.

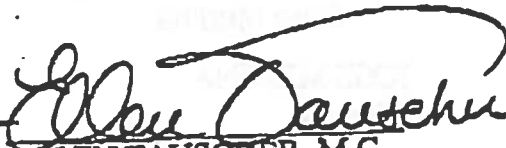
Sincerely,


BARBARA BOXER, U.S. SENATOR


DIANNE FEINSTEIN, U.S. SENATOR


NANCY PELOSI, M.C.


GEORGE MILLER, M.C.


ELLEN TAUSCHER, M.C.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-5267

FAX (916) 654-6608



February 4, 1999

The Honorable George Miller
United States House of Representatives
Washington, DC 20515

Dear Congressman Miller:

Thank you for your recent letter concerning the project to replace the eastern span of the San Francisco-Oakland Bay Bridge. First, let me assure you that we will do everything possible to work with the Metropolitan Transportation Commission (MTC) and the Bay Area communities to harmonize this essential project with other important local initiatives.

I have directed the Bay Area District Director, Harry Yahata, to meet with Mayor Brown and representatives of MTC on February 8, 1999 to begin working toward a regional consensus. I remain optimistic that working together we can resolve the issues surrounding the Bay Area's most important seismic safety project. I will keep you advised on our progress.

Again, thank you for your congratulatory letter of support. In the months to come, I intend to work closely with you and the other members of our delegation and look forward to calling on you when next I am in Washington. In the interim, as new issues arise, please contact Olivia Morgan, Director of Governor Davis' Washington DC office at (202) 624-5270 or Carl Williams, Office of Federal Relations at (916) 653-2052.

Sincerely,

Original Signed By
José Medina

JOSE MEDINA
Director

Congress of the United States

Washington, DC 20515

February 10, 1999

Letter to the Editor
San Francisco Chronicle
901 Mission Street
San Francisco, CA 94103
VIA FAX: 415/896-1107

To the Editor:

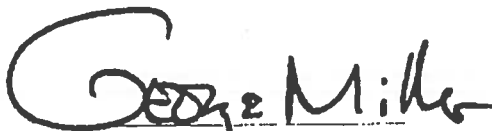
Recently, we, as Members of Congress representing the East Bay commuters, wrote a letter to Caltrans Director Jose Medina to urge that Caltrans and the Metropolitan Transportation Commission continue their regional consensus-building process with local officials who have expressed reservations about the Bay Bridge project. Unfortunately, the meaning of that letter was mischaracterized by your newspaper in its article last week ("Senators Ask for Changes in Current Bay Bridge Plan," Feb. 5). In fact, our letter did not ask for any changes; it asked for cooperation among local parties.

During the past few years, the lengthy and inclusive public planning process has enjoyed considerable public support. We are encouraged that Director Medina, in response to our letter, said that he remains "optimistic that working together we can resolve the issues surrounding the Bay Area's most important seismic safety project."

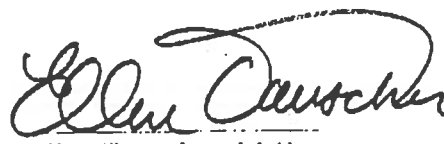
Our greatest concern is that this project move forward in an expeditious manner. We look forward to working with our local officials in continuing to facilitate timely completion of the necessary federal reviews. We hope that a final decision on a construction plan will be made soon, and made in a way that enjoys the consensus support of the local Bay Area community.

Finally, we remind all parties involved that it has been almost a decade since the 1989 Loma Prieta earthquake collapsed a section of the existing bridge. Our constituents and all the citizens of the Bay Area deserve a safe new bridge at the earliest possible date. We remain committed to an cast span project that is completed promptly, with the appropriate environmental review and the full cooperation of federal and local officials.

Sincerely,



George Miller, M.C.



Ellen Tauscher, M.C.



FROM

I. ALIGNMENT

A. THE NEW BRIDGE SHOULD NOT ADVERSELY IMPACT THE PORT'S CURRENT AND FUTURE OPERATIONS, OR LONG-RANGE EXPANSION PLANS.

Throughout the planning process, the Port has been most interested in the discussion about alternative alignments. Of all the characteristics of the new bridge, the various alignments presented to date have the most direct potential impact on the Port.

With the impending closure of the Oakland Army Base, the Port has short-term needs and long-term plans for marine terminal development on the south shore of the Oakland Bridge approach. These plans include immediate use of the Bay Bridge Break Bulk Terminal (which has been abandoned by the US Army), and the long-term development of a new terminal to the west of the break bulk terminal. These plans are based on the long-standing recommendations presented in the San Francisco Bay Area Regional Seaport Plan. The Regional Seaport Plan, as approved by MTC and BCDC, identifies those sites within San Francisco Bay that should be reserved for future port expansion, including the terminal sites along the south shore of the Oakland bridge approach. To varying degrees, the range of 'Southern Alignment' alternatives preclude development of portions of this proposed terminal, to the disadvantage of both the Port of Oakland and the future economic well-being of the region.

B. THE BRIDGE ALIGNMENT SHOULD ACCOUNT FOR IMPORTANT DESIGN CONSIDERATIONS AT THE OAKLAND TOUCHDOWN.

The peninsula at the western end of the Oakland approach (aka 'the Spit') presents a unique opportunity to enhance the entrance to Oakland and the East Bay from the bridge. (See discussion #IV, below) In recent months, Caltrans and several local and regional agencies have initiated an effort to create a gateway park or other similar feature, using land on the Spit that could be consolidated from Caltrans, the Port and the US Army.

A gateway park faces many design challenges, including poor access, traffic conflicts, potential intrusion of sensitive habitat, aesthetic impacts of the adjacent bridge and port expansion, etc. The Port believes that the northern alignment offers the most flexibility with which to overcome the inherent design constraints that exist. However, we also recognize that the southern alignment creates different land configurations, which can serve to separate park and port activities, to the benefit of both. These design options should be explored.

The final bridge alignment will be the significant determinant of how a potential gateway park might be configured, designed, programmed, accessed, and ultimately used. It is important that the alignment be finalized as soon as possible, to allow these efforts to continue.

C. RESPONSE TO SAN FRANCISCO'S SOUTHERN ALIGNMENT PROPOSAL

We are aware that the City of San Francisco and the US Navy have presented a new alternative alignment that is a variation of the range of 'Southern Alignment' alternatives presented earlier. We have discussed the proposal with San Francisco officials, and appreciate their attempt to develop a viable southern alignment proposal that does not adversely affect the Port.

We believe that the San Francisco proposal has less potential adverse impact on the Port than the alternative southern alignments presented by Caltrans. However, the impacts of the San Francisco alternative on Port plans are minimal only when compared to Caltrans' *southern* alignments. They are still greater than the impacts of the northern alternatives. *If it becomes necessary to build the bridge on a southern alignment, we believe that the San Francisco proposal is potentially a more reasoned alternative that has merit. We would be prepared to work toward a project that is based on that alternative, but it is not the Port's preferred alternative.*

Note that the Port of Oakland's position on preferred alignments has been consistent, and takes all of the above-referenced considerations into account. In summary, we believe that building the bridge on any of the northern alignments (or at least north of the existing alignment) will have little impact on the Port's plans and operations. In addition, the northern alignments appear to provide more flexibility by which to design a potential gateway feature. Although we are ready to work with all relevant agencies to build the bridge on the alignment proposed by San Francisco if the regional consensus is to do so, nothing presented to date changes our preferences for the northern alternatives.

II. TRAFFIC CAPACITY

D. THE BRIDGE'S TRAFFIC CAPACITY SHOULD BE MAINTAINED, IF NOT EXPANDED.

Specifically, the ability of truck traffic to directly access the Port's Outer Harbor terminal complex should not be compromised, either by diminishing lane capacity on the bridge itself, or by creating conflicts between truck traffic and other modes that would be using the Oakland approach.

We remain concerned that vehicular lane capacity is not expanding to a level commensurate with projected traffic. Simply maintaining current capacity in the face of increasing traffic levels is a de-facto reduction of capacity. This is especially true for truck trips with origins or destinations at the Port. Unfortunately, unlike automobile traffic, there are no viable alternatives to freight handling other than to use trucks on the bridge. ***Proposals which do not account for increased truck traffic or which suggest that lanes be decommissioned to accommodate other modes at the expense of truck capacity are not in the interests of the Port or Bay Area shippers. Methods must be found to increase capacity and traffic flow for truck purposes.***

III. ALTERNATIVE MODES

E. PEDESTRIAN, BICYCLE AND POTENTIAL RAIL SERVICE ON THE BRIDGE SHOULD BE SEPARATED FROM PORT-RELATED TRUCK AND RAIL TRAFFIC IN THE OAKLAND APPROACH.

The Port endorses the provision of bicycle and pedestrian trails on the bridge. However, it is important to recognize that if such trails are to be successful, they require connections from the bridge to regional networks in the East Bay. Safety requires that such access be sufficiently separated from truck traffic, both on the bridge and in the eastern approaches.

The Port will continue to oppose connecting trail segments through active port facilities, or along roadways that are dominated by Port-oriented truck traffic (e.g. Burma Road and Maritime Street). Design efforts should be undertaken now to address the potential for such conflict, and to determine how the project will avoid and mitigate the impacts by physically separating modes.

This concern applies to rail service as well. Potential rail service over the bridge to San Francisco that has been suggested must account for the ability of East Bay rail corridors to accommodate added passenger rail service through the Oakland approach, without compromising freight rail service to and from the Port.

IV. BRIDGE DESIGN & GATEWAY IMAGE

F. MORE CONSIDERATION SHOULD BE GIVEN TO MAKING SURE THE NEW BRIDGE ENHANCES THE ENTRANCE TO OAKLAND.

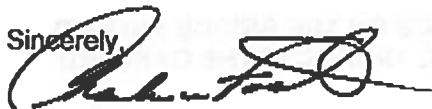
To date, recommendations for the design of the bridge structure and the Oakland touchdown area have dominated public discussion. Admittedly, these are areas where subjective points of view are difficult to reconcile. However, it is clear from the current debate that there is an inordinate amount of dissatisfaction in Oakland with the proposed project design. Caltrans must better address the concerns raised by Mayor Brown and the many interested citizens who believe that the proposed project does not sufficiently promote the gateway to Oakland.

As noted earlier (see discussion #1), parallel efforts are underway by Caltrans and other agencies to develop a concept to enhance the entry to Oakland. ***Caltrans should reconsider its current position that creation of an appropriate park or other feature that will enhance the Oakland approach is not part of the bridge project. While it is gratifying to see both MTC and Caltrans supporting East Bay communities' efforts in this regard, it is incongruous to assert that the enhancement project bears little relationship to the rebuilding of the bridge, and should not be included in the project's financing.***

At the same time, I believe it is appropriate for Caltrans to initiate a public 'peer-review' exercise, with an expressed purpose of identifying what should be done to address Oakland's concerns about the architectural features of the bridge itself and the city's gateway image. It need not start the design process over again; nor overly delay the progress of the bridge. It can be accomplished via additional design forums that incorporate public input and present critiques of the current design elements.

I trust that this will clarify the Port of Oakland's views on the matters before you. Thank you again for the opportunity to participate in your deliberations. Port staff will be available at your convenience to provide additional information about our positions.

Sincerely,



Charles W. Foster
Executive Director

cc: Mayor Jerry Brown
Oakland City Council Members.
Robert Bobb, City Manager
Terry Roberts, Public Works Agency

Board of Port Commissioners
Larry Dahms, MTC
Denis Mulligan, Caltrans
Patrick O'Brien, EBRPD

Mayor Willie Brown
Annemarie Conroy
Sec. William Cassidy, USN

Dahms, Heminger, Chris

California State Senate

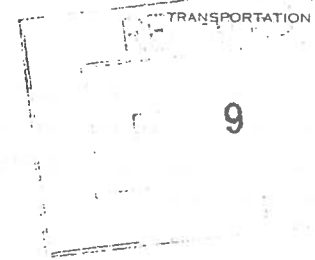
SACRAMENTO OFFICE
STATE CAPITOL
SACRAMENTO, CA 95814-4906
(916) 445-6083
FAX (916) 445-2527

DISTRICT OFFICE
1948 MT. DIABLO BLVD
WALNUT CREEK, CA 94596
(925) 280-0276
FAX (925) 280-0299

SENATOR
RICHARD K. RAINEY
SEVENTH SENATORIAL DISTRICT
VICE-CHAIRMAN - REPUBLICAN CAUCUS



MEMBER
CONSTITUTIONAL AMENDMENTS
PUBLIC SAFETY
VICE CHAIRMAN
ENVIRONMENTAL QUALITY
LOCAL GOVERNMENT
TRANSPORTATION



February 18, 1999

Jose Medina
Director, California Department of Transportation
1120 N Street
Sacramento, CA 95814

Dear Mr. Medina:

I would like to take this opportunity to congratulate you on your appointment as Director of the California Department of Transportation. Because I sit on the Senate Transportation Committee, we will undoubtedly have many chances to work together on behalf of the citizens of this great state.

One of the most important issues facing you in this early stage of your tenure as director is the New Bay Bridge Eastern Span. When Senate Bill 60 was signed in August of 1997 by Governor Wilson, the debate on how to fund the seismic retrofit of the Bay Area's state toll bridges ceased and a new debate on design began. The Metropolitan Transportation Commission (MTC) was charged with the responsibility of coming up with a design for the new eastern span.

Since this time, estimates indicate that between \$40-50 million has been already spent in the design stage and in completing the draft environmental impact statement. The final design is scheduled to be completed sometime this year or in 2000, when construction of the new eastern span will commence.

Recent statements by Mayor Willie Brown and Mayor Jerry Brown have brought doubt to whether or not the eastern span project will continue as planned. I am concerned that any delays in this project will cost the state millions of dollars. More specifically, any delay jeopardizes over \$800 million in state funding. According to MTC, the design for the new eastern span is approximately 50% complete, as of January 1999. We are well on the way to finalizing the plan for what will hopefully be our new Bay Bridge.

There are many concerns about the proposed Northern Alignment of the new bridge and the services, above and beyond those for normal automobile traffic, that it will provide. Throughout

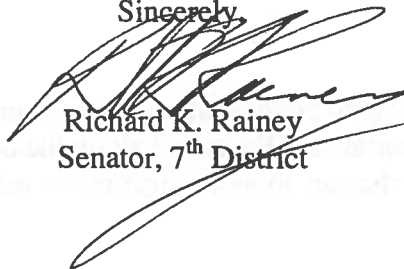
Jose Medina
February 18, 1999
Page 2

the design review process, MTC held several public hearings, communicated with thousands of Bay Area residents, and took into account engineering, architectural, and seismic issues. I feel that this process allowed any interested person or entity the opportunity to inject comment on the design process.

I cannot urge you strongly enough to see to it that the Bay Bridge project is completed with all due diligence. This matter rises above political and partisan debates; we must concern ourselves with the public interest.

I thank you in advance for your consideration. Please feel free to contact me regarding transportation issues and matters relating to the San Francisco Bay Area.

Sincerely,



Richard K. Rainey
Senator, 7th District

RKR:cms

cc: Senate Transportation Committee
Contra Costa Transportation Authority
Metropolitan Transportation Commission ✓

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P.O. BOX 942848
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E-MAIL: Tom.Torlakson@Assembly.ca.gov

Assembly California Legislature

TOM TORLAKSON
ASSEMBLYMEMBER, ELEVENTH DISTRICT

COMMITTEES:
CHAIR, TRANSPORTATION
MEMBER:
BUDGET
HOUSING AND COMMUNITY
DEVELOPMENT
LOCAL GOVERNMENT

February 24, 1999

Jose Medina, Director
California Department of Transportation
1120 N Street, MS-49
Sacramento, CA 95814

Dear Director Medina:

I have enjoyed our initial meetings together and look forward to working with you on our shared concerns about the transportation crisis facing the state.

One of the most critical transportation issues in the Bay Area is the replacement of the eastern span of the San Francisco-Oakland Bay Bridge (SFOBB). It has been almost 10 years since the Loma Prieta earthquake and the state has taken several interim steps to seismically upgrade our network of roads and bridges. The Bay Bridge is now the busiest toll bridge in the country, carrying 274,000 vehicles each day. According to 1990 Census data, 80% of those originate from the East Bay.

I encourage you to move as quickly as possible to replace this span of the bridge. Recent developments may jeopardize the delivery schedule for this critical project. In the interest of public safety, the construction of a new span of the bridge needs to begin as soon as possible. Further delays would only result in greater exposure of the public to a catastrophic earthquake.

Few can forget the image of the collapsed section of the Bay Bridge following the Loma Prieta earthquake. Yet the east span is vulnerable to much greater damage. The 1989 earthquake was centered 60 miles from the bridge. Scientists have determined that a Maximum Credible Earthquake (MCE) occurring on faults closer to the bridge could subject the structure to forces up to 31 times greater than those of the Loma Prieta temblor.

Under legislation passed in 1997 (SB 226 and SB 60), the state established a regionally driven process for the selection of a new design for the eastern span of the SFOBB. As you are well aware, the design selection process is but one component of a multi-phase process to delivering a seismically safer bridge.



Caltrans Director Jose Medina
February 24, 1999
Page 2

If the state were to reopen the selection process and choose a new and potentially more expensive design or alignment for the eastern span of the bridge, there is a good chance that the Legislature would have to reopen the complex financing arrangement for statewide seismic retrofit work. This would result in even greater delays; as my colleagues and I in the Legislature would have to enact new legislation that could contain a wholly different distribution of costs for the retrofit work.

My foremost interest is the timely delivery of this critical transportation improvement. I am in favor of a consensus-based public planning process for the bridge replacement. However, for the sake of public safety, construction on the SFOBB should begin as soon as possible. Delays of the delivery of this project will put nearly 275,000 commuters at risk.

Sincerely,



TOM TOLAKSON, Chair
Assembly Transportation Committee

TT:aaa

cc: Governor Gray Davis
Maria Contreras-Sweet, Secretary of the California Business, Transportation, and
Housing Agency
Metropolitan Transportation Commission

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



February 23, 1999

Mayor James P. Spering
Chair, Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Bay Bridge Design

Dear Mayor Spering:

As chair of the Legislation and Governmental Organization Committee at the Association of Bay Area Governments, I have been asked to write to you regarding the eastern span of the Bay Bridge. At its February 18, 1999 meeting, the Committee voted to communicate its support of current plans to replace the eastern span of the Bay Bridge and to urge the Commission, Caltrans and the Governor to refuse any requests to further delay the process.

The Association of Bay Area Governments represents 9 counties and 98 cities. As a committee, we cannot officially speak on behalf of all the communities around the Bay—and our governing Executive Board does not meet until March 18, 1999. However, we do feel that it is important to communicate our belief that the bridge design process was a fair and open process and that there were sufficient opportunities for any interested party to participate.

We understand that at least 32 public meetings have been held over the past two years at which concerned citizens, business interests, engineers and seismic safety experts, and public leaders provided information, raised objections and offered opinions on proposed designs for the bridge.

A bridge design and alignment were selected in an open and democratic process. In our opinion, that should be sufficient to stop the commotion and proceed with bridge construction.

We also understand that \$40 million has been spent to date and that, due to inflation alone, the price of delaying the project could reach an (estimated) \$100 million. It would be inexcusable to waste such a sum for any reason.

Meanwhile, those who have the power to delay construction should be mindful of the ever-present threat of earthquakes in the Bay Area. The bridge is being rebuilt because experts have concluded that the current bridge cannot withstand a significant earthquake.



Mayor James Spering
February 23, 1999
Page Two

As public leaders, we are extremely concerned about seismic safety and want to provide a safer bridge to Bay Area commuters as soon as possible.

We fully understand that a few of our members would prefer to revisit the process by which a bridge design and alignment were selected. We believe, however, that a significant majority of cities and counties around the Bay would agree that the cost of any delays and the seismic safety risk preclude any consideration of delaying the bridge.

If we may offer further information or assistance, please feel welcome to contact me or Michelle Fadelli, Manager of Communications and Governmental Affairs, at 510/464-7922. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Jane Bartke".

Jane Bartke
ABAG Legislation and Governmental Organization Committee Chair and
Councilmember for the City of El Cerrito

Cc: Larry Dahms, Executive Director



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

February 16, 1999

9

Area Code 707

422-6491 • Fax 438-0656

Members:

Chair Mary King
Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Dear Chair King:

On February 10, 1999, the Solano Transportation Authority (STA) Board adopted the attached resolution in support of MTC's preferred alternative for the new east span of the San Francisco-Oakland Bay Bridge and start of construction as soon as possible.

Timely replacement of the east span is critical to many commuters in Solano County. The 1990 Census survey travel data estimate that 6.5% of the commuters using the Bay Bridge originate in Solano County. Expediting construction of the new east span is critical because of the seismic safety issues on the bridge. In addition, any changes to the scope or alignment would not only delay construction of this seismic project, but dramatically increase costs as well. Revising the alignment or scope of the project would cause a delay of from 18 to 36 months and waste approximately \$15 million or more spent to date in design costs.

The STA Board endorses MTC's selection of the single-tower suspension span and causeway, and construction of the bridges as currently envisioned, without further provisions for rail beyond those already envisioned. Any delay for the new east span will increase the total cost of the project. Commuters from Solano County pay two tolls as they traverse two bridges to travel to San Francisco.

Thank you in advance for your consideration of the STA Board's view. Please call me at (707) 422-6491 if we can provide additional information or assistance.

Sincerely,

Michelle Morris Brubaker

Michelle Morris Brubaker
Interim Executive Director

Enclosure

cc: Hon. Diane Feinstein
Hon. Barbara Boxer
Hon. George Miller
Hon. Maurice Johannessen
Hon. Wesley Chesbro
Hon. Helen Thompson

Hon. Patricia Wiggins
Jose Medina, Caltrans
Larry Dahms, MTC
Robert McCleary, Contra Costa Transportation Authority
STA Board Members

Resolution 99- 05

A Resolution of the Solano Transportation Authority In Support of MTC's Preferred Alternative for the New East Span of the San Francisco-Oakland Bay Bridge, And Start of Construction As Soon As Possible

WHEREAS, the 1937 East Span of the San Francisco-Oakland Bay Bridge is a steel truss design which is no longer adequate to meet critical seismic safety standards of survivability and usability following a major earthquake; and

WHEREAS, the 1937 bridge can be retrofitted to improve its seismic safety at an approximate cost of \$909 million, but that cost is approximately 60 to 70 percent of the cost of replacing it with a newer span; and

WHEREAS, a new span has lower life cycle costs and would reduce disruption of traffic flow during construction, and modern technology would provide greater seismic resistance, a longer economic life, less environmental impacts than retrofit, and lower maintenance costs; and

WHEREAS, the Metropolitan Transportation Commission (MTC) and Caltrans have both endorsed the construction of a new East Span to replace the steel truss structure; and

WHEREAS, on June 24, 1998, after more than a year of deliberations and discussion, MTC endorsed a scope, schedule and budget for the new East Span, as follows: (1) alignment N-6, north of the existing bridge, with a self-anchoring, single-tower suspension span adjacent to Yerba Buena Island; (2) a 15 1/2 foot separated bicycle and pedestrian facility, and provision for future conversion of shoulders/lanes to a light rail line, if warranted; (3) approval of the environmental document in summer, 1999, with start of construction in spring/summer 2000; and (4) a \$1.5 billion cost estimate for the base bridge, plus \$91 million for the single-tower suspension span and \$50 million for the bicycle/pedestrian path; and

WHEREAS, to protect public safety and expedite delivery of this critical seismic safety project, following the MTC endorsement of the N-6 alignment, Caltrans began at-risk design, and has invested on the order of \$15 million to date in that effort; and

WHEREAS, the scope of the bridge includes provisions to incorporate light rail transit under certain conditions, where removal of shoulders, and narrowing or removal of lanes would permit such addition, similar to provisions being made on the new Benicia-Martinez and Carquinez bridges; and

WHEREAS, heavy rail service is already provided across the Bay by the Bay Area Rapid Transit District; and

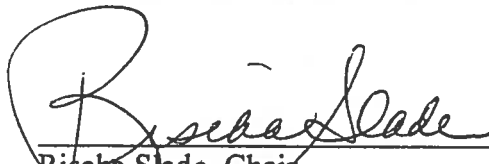
WHEREAS, 1990 Census survey travel data estimate that 80 percent of the commuters using the Bay Bridge originate in the East Bay and Solano County – Alameda County, 40.9 %; Contra Costa County, 32.5%; and Solano, 6.5%;

NOW, THEREFORE, BE IT RESOLVED, that the Solano Transportation Authority (STA) hereby fully endorses MTC's preferred options for the new Bay Bridge East Span Replacement Project as follows:

1. Construction of the new East Span on the N-6 alignment; and
Incorporation of the single-tower, self-anchoring suspension span adjacent to Yerba Buena Island, at an estimated cost of \$91 million; and
2. Including bicycle lanes on the new East Span at an estimated cost of \$50 million; and
3. Making accommodations for light rail as currently envisioned by Caltrans; and

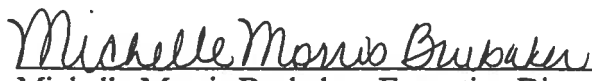
BE IT FURTHER RESOLVED, that the STA is strongly opposed to the suggestion which has been made by several parties to revise MTC's preferred design alternative for the new bridge for the purpose of accommodating heavy rail transit in the future; because the STA believes that such a change would delay the project significantly, would be incompatible with the need and purpose of the bridge to enhance public safety, and is inconsistent with the financial plan for the new structure as statutorily enacted; and

BE IT FURTHER RESOLVED, that the Solano Transportation Authority strongly urges that Caltrans, MTC, and all affected parties recognize the fundamental importance to public safety of constructing this bridge as soon as possible, and make every effort to accelerate construction of the new East Span – with a goal of having construction underway no later than summer, 2000.



Risha Slade, Chair
Solano Transportation Authority

I, MICHELLE MORRIS BRUBAKER, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by the STA at a regular meeting thereof held this 10th day of February, 1999.



Michelle Morris Brubaker, Executive Director
Solano Transportation Authority



CONTRA COSTA TRANSPORTATION AUTHORITY

COMMISSIONERS:

Charlie Abrams
Chair

Millie Greenberg
Vice-Chair

Irma Anderson

Jane Bartke

Joe Canciamilla

Ron Enzweiler

Don Freitas

Donna Gerber

Federal Glover

Julie Pierce

Hermann Welm

Robert K. McCleary
Executive Director

Hon. Mary King, Chair
Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

February 18, 1999

Subject: Authority Support for the Northern Alignment of the East Span of the San Francisco-Oakland Bay Bridge, and for Expedited Delivery

Dear Chair King:

At the Authority meeting of February 17, 1999, Authority members expressed serious concerns with the proposals of San Francisco Mayor Willie Brown and Oakland Mayor Jerry Brown to delay the construction of the new East Span of the San Francisco-Oakland Bay Bridge, and seek profound changes to the concept previously endorsed by MTC. Authority members expressed outrage that the safety of the traveling public could be jeopardized by parochial interests.

In that regard, I wanted to convey to you the Authority's adopted position regarding the alignment and delivery schedule for the new East Span of the San Francisco-Oakland Bay Bridge. At its meeting of November 18, 1998, the Authority adopted Resolution 98-41-P (attached), which endorsed the Northern Alignment, N-6, as its preferred alternative, and urged delivery of the new span at the earliest possible date. The Authority is fundamentally concerned about three issues: (1) the need to construct the replacement span **as quickly as possible** in order to protect the safety of the traveling public, which is jeopardized by the vulnerability of the existing structure to fail in a major earthquake — with the attendant risk of significant loss of life, property damage, and major economic dislocations; (2) moving the alignment could raise costs significantly; perhaps \$150 million or more for the Mayors' preferred Southern Alignment; and (3) any significant cost increases would require legislation to extend the tolls, which would probably reopen the funding package and lead to renewed debates over the allocation of costs that would prove very difficult to resolve.

The Authority recognizes that there has been some recent controversy over the selection of N-6 as Caltrans preferred alternative. However, we believe that the selection of this alignment was done after extensive studies and consultation, and represents the most cost-effective and timely solution to the public safety problem presented by the existing span. You at the Metropolitan Transportation Commission (MTC) chose this alignment and related design concept after more than a year of study. Caltrans selected the

1340 Treat Boulevard
Suite 150

Walnut Creek
CA 94596

PHONE:
925/938-3970

FAX:
925/938-3993

<http://www.ccta.net>

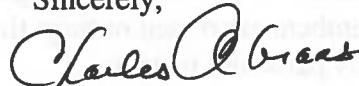
Hon. Mary King
February 18, 1999
Page 2

alignment as its preferred alternative in the draft Environmental Impact Study (EIS) because it has less impacts than other alternatives considered to replace the span. The Authority believes that time is of the essence, and urges you to continue to support, and proceed forward with, construction of the replacement span on the N-6 alignment.

The residents of Contra Costa represent almost one-third of the commuters using the bridge, and paying the \$1 toll surcharge for the retrofit. We believe that it would be unconscionable — from the standpoint of both public safety and accountability to taxpayers — to reopen the debate over location and design. Such a reopening can only lead to further significant delays in addressing the critical seismic safety problems presented by the current bridge.

Thank you for your focus on public safety in your deliberations regarding this issue; and for your consideration of the Authority's views. Please call me at 925.945.0201 if there is any additional information or assistance that we can provide.

Sincerely,



Charles Abrams
Chairman

Attachment

cc. Hon. Gray Davis
Hon. Diane Feinstein
Hon. Barbara Boxer
Hon. George Miller
Hon. Ellen Tauscher
Hon. Richard Rainey
Hon. Don Perata
Hon. Tom Torlakson
Hon. Lynne Leach
Hon. Dion Aroner
Authority members
Larry Dahms; Steve Heminger
D.J. Smith

Attachment

RKM:WPFILES\MTC\1999\King, Bay Bridge, Feb 18.wpd



ORIGINAL

CONTRA COSTA TRANSPORTATION AUTHORITY

Resolution 98-41-P

**A Resolution in Support of MTC's Preferred Alternative for
the New East Span of the San Francisco-Oakland Bay Bridge,
and Start of Construction as Soon as Possible**

Whereas, the 1937 East Span of the San Francisco-Oakland Bay Bridge is a steel truss design which is no longer adequate to meet critical seismic safety standards of survivability and usability following a major earthquake; and

Whereas, the 1937 bridge can be retrofitted to improve its seismic safety at an approximate cost of \$909 million, but that cost is approximately 60 to 70 percent of the cost of replacing it with a newer span; and

Whereas, a new span has lower life cycle costs and would reduce disruption of traffic flow during construction, and modern technology would provide greater seismic resistance, a longer economic life, less environmental impacts than retrofit, and lower maintenance costs; and

Whereas, the Metropolitan Transportation Commission (MTC) and Caltrans have both endorsed the construction of a new East Span to replace the steel truss structure; and

Whereas, on June 24, 1998, after more than a year of deliberations and discussion, the MTC endorsed a scope, schedule and budget for the new East Span, as follows: (1) alignment N-6, north of the existing bridge, with a self-anchoring, single-tower suspension span adjacent to Yerba Buena Island, a 15 ½ foot separated bicycle and pedestrian facility, and provision for future conversion of shoulders/lanes to a light rail line, if warranted; (3) approval of the environmental document in summer, 1999, with start of construction in spring/summer 2000; and (4) a \$1.5 billion cost estimate for the base bridge, plus \$91 million for the single-tower suspension span and \$50 million for the bicycle/pedestrian path; and

Whereas, to protect public safety and expedite delivery of this critical seismic safety project, following the MTC endorsement of the N-6 alignment Caltrans began at-risk design, and has invested on the order of \$15 million to date in that effort; and

Whereas, the scope of the bridge includes provisions to incorporate light rail transit under certain conditions, where removal of shoulders, and narrowing or removal of lanes would permit such addition, similar to provisions being made on the new Benicia-Martinez and Carquinez bridges; and

Whereas, heavy rail service is already provided across the Bay by the Bay Area Rapid Transit District; and

Contra Costa Transportation Authority

Resolution 98-41-P, November 18, 1998

Page 2

Whereas, 1990 Census survey travel data estimate that 80 percent of the commuters using the Bay Bridge originate in the East Bay and Solano County — Alameda County, 40.9 %; Contra Costa County, 32.5%; and Solano, 6.5%;

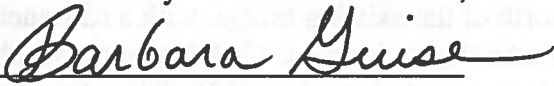
Now, Therefore, Be It Resolved, that the Contra Costa Transportation Authority hereby fully endorses MTC's preferred options for the new Bay Bridge East Span Replacement Project as follows:

1. Construction of the new East Span on the N-6 alignment;
2. Incorporation of the single-tower, self-anchoring suspension span adjacent to Yerba Buena Island, at an estimated cost of \$91 million;
3. Including bicycle lanes on the new East Span at an estimated cost of \$50 million; and
4. Making accommodations for light rail as currently envisioned by Caltrans; and

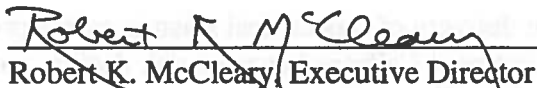
Be It Further Resolved, that the Authority is strongly opposed to the suggestion which has been made by several parties to revise MTC's preferred design alternative for the new bridge for the purpose of accommodating heavy rail transit in the future; because the Authority believes that such a change would delay the project significantly, would be incompatible with the need and purpose of the bridge to enhance public safety, and is inconsistent with the financial plan for the new structure as statutorily enacted; and

Be It Further Resolved, that the Contra Costa Transportation Authority strongly urges that Caltrans, MTC, and all affected parties recognize the fundamental importance to public safety of constructing this bridge as soon as possible, and make every effort to accelerate construction of the new East Span — with a goal of having construction underway no later than summer, 2000.

This Resolution was entered into a meeting
of the Contra Costa Transportation Authority,
held on November 18, 1998
in Walnut Creek, California.


Barbara Guise, Chair

Attest:


Robert K. McCleary, Executive Director

RESOLUTION 97-04

WCCTAC RESOLUTION RELATING TO THE NEW SAN FRANCISCO-OAKLAND BAY BRIDGE

WHEREAS, the West Contra Costa Transportation Advisory Committee (WCCTAC), through a "Joint Exercise of Powers Agreement," is the West Contra Costa Regional Transportation Planning Committee. WCCTAC's members include the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo; and the agencies AC Transit and BART; and Contra Costa County. The WCCTAC is charged with assessing the transportation needs and coordinating the actions of its members with regard to transportation issues; and

WHEREAS, the East Span of the San Francisco-Oakland Bay Bridge will be replaced for public safety and environmental benefits; and

WHEREAS, the 1990 Census survey travel data estimates that 73 percent of the commuters using the Bay Bridge originate in Alameda and Contra Costa counties so that Alameda and Contra Costa counties will pay a majority of the tolls on the Bay Bridge and should have a strong voice in decisions currently being made about the project; and

WHEREAS, the "Interstate 80 Corridor Study (November 1996)" predicts that "freeway congestion in the mixed flow lanes will remain heavy between the Carquinez and Bay Bridges even with major levels of investment in new transit services;" and

WHEREAS, the West Contra Costa County Action Plan (December 1994) lists six major traffic objectives (and numerous supporting actions) for I-80 between the Carquinez Bridge and El Cerrito (which feeds into I-80 in Alameda County and onto the Bay Bridge); and

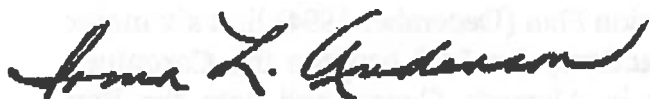
WHEREAS, the Metropolitan Transportation Commission's (MTC) task force is evaluating design alternatives and additional work beyond the bridge construction as part of the retrofit funding package.

NOW, THEREFORE, BE IT RESOLVED that the WCCTAC Board does hereby support the following relative to the Bay Bridge project:

1. That consideration be given to more cost-effective transit options for bicycle trips over the Bay Bridge (such as additional bicycle racks on buses and increased van shuttles for bicycles) instead of spending an estimated \$150 to \$200 million on a bicycle lane;
2. That the necessary safety and seismic retrofit of the existing Transbay Terminal be expedited using existing bridge toll revenues consistent with statutory priorities;
3. That strong consideration be given to additional individual comments on the project made by the jurisdictions and agencies in Contra Costa County; and
4. That every effort be made to accelerate construction of the new East Span of the Bay Bridge due to seismic and safety issues related to the existing span.

The foregoing Resolution was adopted by the WCCTAC at the regular meeting on June 27, 1997.

Approved:



Irma L. Anderson, Chair



CONTRA COSTA COUNCIL

877 Ygnacio Valley Road, Ste. 202
Walnut Creek, CA 94596
Phone: (925) 944-8975
Fax: (925) 944-8989

Post-It® Fax Note 7671

Date	2/22	# of pages	1
To	MARCE		
From	JIM JAKEL		
Co./Dept.	MTC		
Co.			
Phone #	(925) 944-8975		
Fax #	(510) 464-7848		
Fax #	(925) 944-8989		

February 19, 1999

President
Bill Gray
President
William R. Gray Company

Immediate Past President
Tom McCracken
General Manager
Sunvalley Shopping Center

President Elect
Gary W. Craft AICP
Craft Consulting Group

Vice President
Task Forces
Hermann Weim
Principal
ICL Consulting

Vice President
Task Forces
Ron Wetter
Director, Public Affairs
Pacific Gas & Electric Co.

Vice President
Finance
Rick Wiese
Regional President
Contra Costa Banking Center

Vice President
Events
Vicky De Young
Office Property Agent
Grubb & Ellis

Vice President
Communications
Tom Van de Broeke
Principal
VdB Communications

Executive Director
Jim Jakel

Mr. Jose Medina, Director
California Department of Transportation
1120 N Street, MS-49
Sacramento, CA 95814

Subject: Support for Existing Alignment and Design of the Eastern Span of the
San Francisco-Oakland Bay Bridge.

Dear Director Medina:

The Contra Costa Council is a non-profit, public policy business organization located in Contra Costa County. We are dedicated to fostering the economic development of Contra Costa County and the maintenance of our quality of life for both businesses and residents of our County. The nearly 400 members of the Council employ nearly one quarter of all the employed residents of Contra Costa.

We are writing you today to convey the Council Board of Directors support for the continuing design and construction of the northern alignment of the Eastern span of the San Francisco-Oakland Bay Bridge. As you are well aware, this is an issue of critical public safety given the seismic vulnerability of the existing bridge. For nearly two years the Council, along with, literally, hundreds of other people, participated in a process that has led to the current design and alignment. Throughout this process there has been substantial dialogue and controversy around what would, ultimately, be the most appropriate choice for the new bridge. The decision was made, the designs are well underway and this project needs to proceed in as expeditious manner as possible. The Loma Prieta earthquake occurred nearly ten years ago and, along with it, came the knowledge that this span needs to be replaced. We urge you to direct the current project to proceed and resist starting a whole new process which will delay the project further and, almost undoubtedly, raise the cost of this project substantially.

I look forward to working with you, on a number of issues in the coming years, as you address the challenging issues of transportation for the state. Thank you, in advance, for your consideration of the Contra Costa Council's views.

Sincerely,

Jim Jakel
Executive Director

JJ/pw
cc:

Governor Gray Davis
Hon. Dianne Feinstein
Hon. Barbara Boxer
Hon. George Miller
Hon. Ellen Tauscher
Hon. Richard Rainey
Hon. Don Perata

Hon. Tom Tortakson
Hon. Lynne Leach
Hon. Dion Aroner
Larry Dahms, MTC
Bill Gray, W.R. Company



CALTRANS SEISMIC ADVISORY BOARD

December 30, 1998

The Honorable Barbara Boxer
U.S. Senate
1700 Montgomery Street, Suite 240
San Francisco, CA 94111

RE: Seismic Safety of the San Francisco-Oakland Bay Bridge

Dear Senator Boxer:

As members of the Caltrans Seismic Advisory Board (SAB), we would like to direct your attention to a serious and important life safety issue concerning delays in the planning, design, and construction of the new east bay spans of the San Francisco-Oakland Bay Bridge (SFOBB) and we respectfully request your assistance. Since the devastating 1989 Loma Prieta earthquake, the California Department of Transportation (Caltrans) has been working with academia and the private sector to develop an engineering strategy on how to protect the Bay Bridge when the next major earthquake strikes. Thanks to that cooperation, great strides have been made in expanding knowledge and technology applicable to the seismic design of such bridges.

The eight member SAB was constituted by the State of California following the 1989 Loma Prieta earthquake to review and advise Caltrans on seismic safety and policy issues. It was formed as a direct result of the Governor's Board of Inquiry following the 1989 Loma Prieta earthquake and recommendations made by that board in its report "Competing Against Time" enclosed herewith. The members of SAB consist of specialists in seismology, geotechnical engineering, and structural engineering from the practicing earthquake engineering community and academia. The SAB has closely followed and advised Caltrans since the Loma Prieta earthquake on important seismic safety related policy and procedural issues.

In a presentation to the SAB on December 15, 1989 on the status of the new east bay spans of the SFOBB, we were advised about project delays caused by the US Navy refusing to grant permission for soil explorations on and near the tip of Yerba Buena Island which are on the critical path for design completion of the new bridge.

The proposed soil explorations have no impact on any existing structures or facilities. The drilling is critical, however, in providing the technical data needed for the design and construction of a replacement structure along the identified northern alignment.

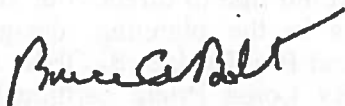
This northern alignment was arrived at after over three years of project studies by Caltrans and a detailed review by the 35 member Engineering Design Advisory Panel (EDAP) for the Metropolitan Transportation Commission (MTC). MTC, which is the transportation planning organization for the San Francisco Bay Area, has recommended this northern alignment as the best alternative.

The Honorable Barbara Boxer
U.S. Senate
December 30, 1998
Page 2

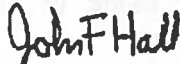
The Seismic Advisory Board is very concerned with any delays, short or long, on such an important project to the citizens and economy of California. Such impediments undoubtedly will jeopardize public safety.

We, the members of the Seismic Advisory Board, remain committed to keeping this critical public safety project on track. Therefore, any assistance you can provide toward obtaining the Navy's permission to proceed with the needed soil explorations would be greatly appreciated.

Sincerely yours,



Bruce A. Bolt, Professor Emeritus
University of California, Berkeley



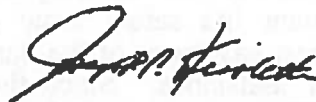
John F. Hall, Professor
California Institute of Technology



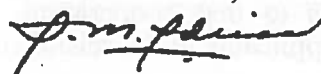
Alexander C. Scordelis, Professor Emeritus
University of California, Berkeley



F. Robert Preece, President
Preece, Goudie & Issa, San Francisco



Joseph Nicoletti, Structural Engineer
URS Consultants, San Francisco



I.M. Idriss, Professor
University of California, Davis



Frieder Seible, Professor
University of California, San Diego



Joseph Penzien, Chair SAB
Professor Emeritus
University of California, Berkeley

Enclosure Competing Against Time

C: William Cassidy, Jr., U.S. Navy
Kenn Parsons, U.S. Navy
James Van Loben Sels, Caltrans
James E. Roberts, Caltrans
Brian H. Maroney, Caltrans
Thomas J. Post, Caltrans
Dennis Mulligan, Dist 4, Caltrans
Steve Heminger, MTC
Gray Davis, CA Governor-Elect

PRESS

Bay Bridge Design Task Force/EDAP - Special Meeting

February 24, 1999 - 1:00 p.m.

NAME

REPRESENTING

1. Eloise Bodine Bay Area Monitor (League of Women Voters of the Bay Area)

2. Manny Ramos KPIX-TV

3. ~~Norman R~~

4. JOYCE CHEN SING Tao DAILY

5.

6.

7.

8.

9.

10.

Bay Bridge Design Task Force/EDAP - Special Meeting

February 24, 1999 - 1:00 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Akos Szoboszlgy	Modern Transit Society	1348 Sierra Ave San Jose CA 95126
2. Donald Spatny	Concerned Citizens For a Better Bay Bridge	11 Lomita Dr Mill Valley, CA 94941
3. RICK WIEDERHORN	PORT OF OAKLAND	530 LAKER ST, OAK.
4. Larry Damon	City of El Cerrito	2130 Junction Ave El Cerrito 94530
5. Norman Rolfe	S.F. Tomorrow	2233 Larkin St SF 94109
6. Richard MLYNALIK	Transbay Alliance	436 Alvarado St SF 94114
7. Dan Christwms	STA	333 Sunset Sausalito
8. Jason Meigs jmeigs@LMI.net	Bike the Bridge! Coalition http://lxinet.com/bike	Box 15011 (273) Berkeley CA 94712-0011 9288
9. Moe Aminji	CALTRANS	
10. Claire Riskey	BBBPAC	PO 9367 Berkeley 94709- 0367

Bay Bridge Design Task Force/EDAP - Special Meeting

February 24, 1999 - 1:00 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. ARTHUR B. GEEN	ALA. CO. TAXPAYERS ASSN	1305 FRANKLIN ST OAKLAND 94612
2. CHARLIE CAMERON	Public	P.O. BOX 559152 HAWAII, CA.
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Board of Supervisors**COUNTY OF SAN MATEO**

COUNTY GOVERNMENT CENTER • REDWOOD CITY • CALIFORNIA 94063-1655
WEB PAGE ADDRESS: <http://www.co.sanmateo.ca.us>

BOARD OF SUPERVISORS
RICHARD S. GORDON
MARY GRIFFIN
JERRY HILL
ROSE JACOBS GIBSON
MICHAEL D. NEVIN

JOHN MALTBIE
COUNTY MANAGER/
CLERK OF THE BOARD

(650) 363-4653
FAX: (650) 599-1027

February 24, 1999

Mr. Steve Heminger
Deputy Executive Director
MTC
101 Eighth Street
Oakland, CA 94607

Dear Mr. Heminger:

A resolution in support of the Metropolitan Transportation Commission's preferred alternative for the new east span of the San Francisco-Oakland Bay Bridge and start of construction as soon as possible was adopted by the San Mateo County Board of Supervisors on February 22, 1999. I have attached a copy of our resolution for your review.

Sincerely,

A handwritten signature in cursive script that reads "Mary Griffin".

MARY GRIFFIN
President
San Mateo County Board of Supervisors

MG:kak

THE BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA**RESOLUTION NO. _____**

Resolution by the Board of Supervisors of the County of San Mateo, State of California, in support of the Metropolitan Transportation Commission's (MTC) Preferred Alternative for the New East Span of the San Francisco-Oakland Bay Bridge and start of construction as soon as possible.

WHEREAS, the 1937 East Span of the San Francisco-Oakland Bay Bridge is a steel truss design, which is no longer adequate to meet critical seismic safety standards of survivability and usability following a major earthquake; and

WHEREAS, the 1937 bridge can be retrofitted to improve its seismic safety at an approximate cost of \$909 million, but that cost is approximately 60 to 70 percent of the cost of replacing it with a newer span; and

WHEREAS, a new span has lower life cycle costs and would reduce disruption of traffic flow during construction, and modern technology would provide greater seismic resistance, a longer economic life, less environmental impacts than retrofit, and lower maintenance costs; and

WHEREAS, the Metropolitan Transportation Commission (MTC) and Caltrans have both endorsed the construction of a new East Span to replace the steel truss structure; and

WHEREAS, on June 24, 1998, after more than a year of deliberations and discussion, MTC endorsed a scope, schedule and budget for the new East Span, as follows: (1) alignment N-6, north of the existing bridge, with a self-anchoring, single-tower suspension span adjacent to Yerba Buena Island; (2) a 15 1/2 foot separated bicycle and pedestrian facility, and provision for future conversion of shoulders/lanes to a light rail line, if warranted; (3) approval of the environmental document in summer 1999, with a start of construction in spring/summer 2000; and (4) a \$1.5 billion cost estimate for the base bridge, plus \$91 million for the single-tower suspension span and \$50 million for the bicycle/pedestrian path; and

WHEREAS, to protect public safety and expedite delivery of this critical seismic safety project, following the MTC endorsement of the N-6 alignment, Caltrans began at-risk design, and has invested on the order of \$40 million to date in that effort; and

WHEREAS, the scope of the bridge includes provisions to incorporate light rail transit under certain conditions, where removal of shoulders, and narrowing or removal of lanes would permit such addition, similar to provisions being made on the new Benicia-Martinez and Carquinez bridges; and

WHEREAS, Senate Bill 60, signed into law in August 1997, designated MTC as the responsible local agency for making bridge design recommendations; and

WHEREAS, Senate Bill 60 also provided the state revenue sources would fund 2/3 of the cost of the new Eastern Span and Bay Area toll payers would fund only 1/3 of the cost, and re-opening the design and alignment recommendations of MTC could jeopardize this favorable funding arrangement; and

NOW, THEREFORE, BE IT RESOLVED that the San Mateo County Board of Supervisors fully endorses MTC's preferred options for the new Bay Bridge East Span Replacement Project as follows:

1. Construction of the new East Span on the N-6 alignment; and incorporation of the single-tower, self-anchoring suspension span adjacent to Yerba Buena Island, at an estimated cost of \$91 million; and
2. Including bicycle lanes on the new East Span at an estimated cost of \$50 million; and
3. Making accommodations for light rail as currently envisioned by Caltrans; and

BE IT FURTHER RESOLVED, that the San Mateo County Board of Supervisors strongly urges that Caltrans, MTC, and all affected parties recognize the fundamental importance to public safety of constructing this bridge as soon as possible, and make every effort to accelerate construction of the new East Span--with a goal of having construction underway no later than summer 2000.



CONTRA COSTA TRANSPORTATION AUTHORITY

COMMISSIONERS:

Charlie Abrams
Chair

Millie Greenberg
Vice-Chair

Irma Anderson

Jane Bartke

Joe Canciamilla

Ron Enzweiler

Don Freitas

Donna Gerber

Federal Glover

Julie Pierce

Hermann Welm

Robert K. McCleary
Executive Director

Hon. Mary King, Chair
Bay Bridge Design Task Force
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

February 18, 1999

Subject: Authority Support for the Northern Alignment of the East Span of the San Francisco-Oakland Bay Bridge, and for Expedited Delivery

Dear Chair King:

At the Authority meeting of February 17, 1999, Authority members expressed serious concerns with the proposals of San Francisco Mayor Willie Brown and Oakland Mayor Jerry Brown to delay the construction of the new East Span of the San Francisco-Oakland Bay Bridge, and seek profound changes to the concept previously endorsed by MTC. Authority members expressed outrage that the safety of the traveling public could be jeopardized by parochial interests.

In that regard, I wanted to convey to you the Authority's adopted position regarding the alignment and delivery schedule for the new East Span of the San Francisco-Oakland Bay Bridge. At its meeting of November 18, 1998, the Authority adopted Resolution 98-41-P (attached), which endorsed the Northern Alignment, N-6, as its preferred alternative, and urged delivery of the new span at the earliest possible date. The Authority is fundamentally concerned about three issues: (1) the need to construct the replacement span **as quickly as possible** in order to protect the safety of the traveling public, which is jeopardized by the vulnerability of the existing structure to fail in a major earthquake — with the attendant risk of significant loss of life, property damage, and major economic dislocations; (2) moving the alignment could raise costs significantly; perhaps \$150 million or more for the Mayors' preferred Southern Alignment; and (3) any significant cost increases would require legislation to extend the tolls, which would probably reopen the funding package and lead to renewed debates over the allocation of costs that would prove very difficult to resolve.

The Authority recognizes that there has been some recent controversy over the selection of N-6 as Caltrans preferred alternative. However, we believe that the selection of this alignment was done after extensive studies and consultation, and represents the most cost-effective and timely solution to the public safety problem presented by the existing span. You at the Metropolitan Transportation Commission (MTC) chose this alignment and related design concept after more than a year of study. Caltrans selected the

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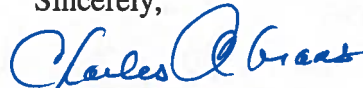
Hon. Mary King
February 18, 1999
Page 2

alignment as its preferred alternative in the draft Environmental Impact Study (EIS) because it has less impacts than other alternatives considered to replace the span. The Authority believes that time is of the essence, and urges you to continue to support, and proceed forward with, construction of the replacement span on the N-6 alignment.

The residents of Contra Costa represent almost one-third of the commuters using the bridge, and paying the \$1 toll surcharge for the retrofit. We believe that it would be unconscionable — from the standpoint of both public safety and accountability to taxpayers — to reopen the debate over location and design. Such a reopening can only lead to further significant delays in addressing the critical seismic safety problems presented by the current bridge.

Thank you for your focus on public safety in your deliberations regarding this issue; and for your consideration of the Authority's views. Please call me at 925.945.0201 if there is any additional information or assistance that we can provide.

Sincerely,



Charles Abrams
Chairman

Attachment

cc. Hon. Gray Davis
Hon. Diane Feinstein
Hon. Barbara Boxer
Hon. George Miller
Hon. Ellen Tauscher
Hon. Richard Rainey
Hon. Don Perata
Hon. Tom Torlakson
Hon. Lynne Leach
Hon. Dion Aroner
Authority members
Larry Dahms; Steve Heminger
D.J. Smith

Attachment

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



February 23, 1999

Mayor James P. Spering
Chair, Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Bay Bridge Design

Dear Mayor Spering:

As chair of the Legislation and Governmental Organization Committee at the Association of Bay Area Governments, I have been asked to write to you regarding the eastern span of the Bay Bridge. At its February 18, 1999 meeting, the Committee voted to communicate its support of current plans to replace the eastern span of the Bay Bridge and to urge the Commission, Caltrans and the Governor to refuse any requests to further delay the process.

The Association of Bay Area Governments represents 9 counties and 98 cities. As a committee, we cannot officially speak on behalf of all the communities around the Bay--and our governing Executive Board does not meet until March 18, 1999. However, we do feel that it is important to communicate our belief that the bridge design process was a fair and open process and that there were sufficient opportunities for any interested party to participate.

We understand that at least 32 public meetings have been held over the past two years at which concerned citizens, business interests, engineers and seismic safety experts, and public leaders provided information, raised objections and offered opinions on proposed designs for the bridge.

A bridge design and alignment were selected in an open and democratic process. In our opinion, that should be sufficient to stop the commotion and proceed with bridge construction.

We also understand that \$40 million has been spent to date and that, due to inflation alone, the price of delaying the project could reach an (estimated) \$100 million. It would be inexcusable to waste such a sum for any reason.

Meanwhile, those who have the power to delay construction should be mindful of the ever-present threat of earthquakes in the Bay Area. The bridge is being rebuilt because experts have concluded that the current bridge cannot withstand a significant earthquake.



Mayor James Spering
February 23, 1999
Page Two

As public leaders, we are extremely concerned about seismic safety and want to provide a safer bridge to Bay Area commuters as soon as possible.

We fully understand that a few of our members would prefer to revisit the process by which a bridge design and alignment were selected. We believe, however, that a significant majority of cities and counties around the Bay would agree that the cost of any delays and the seismic safety risk preclude any consideration of delaying the bridge.

If we may offer further information or assistance, please feel welcome to contact me or Michelle Fadelli, Manager of Communications and Governmental Affairs, at 510/464-7922. Thank you.

Sincerely,

A handwritten signature in cursive script, reading "Jane Bartke".

Jane Bartke
ABAG Legislation and Governmental Organization Committee Chair and
Councilmember for the City of El Cerrito

Cc: Larry Dahms, Executive Director

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E-MAIL: Tom.Torlakson@Assembly.ca.gov

Assembly California Legislature

TOM TORLAKSON
ASSEMBLYMEMBER, ELEVENTH DISTRICT

COMMITTEES:
CHAIR, TRANSPORTATION
MEMBER:
BUDGET
HOUSING AND COMMUNITY
DEVELOPMENT
LOCAL GOVERNMENT

February 24, 1999

Jose Medina, Director
California Department of Transportation
1120 N Street, MS-49
Sacramento, CA 95814

Dear Director Medina:

I have enjoyed our initial meetings together and look forward to working with you on our shared concerns about the transportation crisis facing the state.

One of the most critical transportation issues in the Bay Area is the replacement of the eastern span of the San Francisco-Oakland Bay Bridge (SFOBB). It has been almost 10 years since the Loma Prieta earthquake and the state has taken several interim steps to seismically upgrade our network of roads and bridges. The Bay Bridge is now the busiest toll bridge in the country, carrying 274,000 vehicles each day. According to 1990 Census data, 80% of those originate from the East Bay.

I encourage you to move as quickly as possible to replace this span of the bridge. Recent developments may jeopardize the delivery schedule for this critical project. In the interest of public safety, the construction of a new span of the bridge needs to begin as soon as possible. Further delays would only result in greater exposure of the public to a catastrophic earthquake.

Few can forget the image of the collapsed section of the Bay Bridge following the Loma Prieta earthquake. Yet the east span is vulnerable to much greater damage. The 1989 earthquake was centered 60 miles from the bridge. Scientists have determined that a Maximum Credible Earthquake (MCE) occurring on faults closer to the bridge could subject the structure to forces up to 31 times greater than those of the Loma Prieta temblor.

Under legislation passed in 1997 (SB 226 and SB 60), the state established a regionally driven process for the selection of a new design for the eastern span of the SFOBB. As you are well aware, the design selection process is but one component of a multi-phase process to delivering a seismically safer bridge.

Caltrans Director Jose Medina
February 24, 1999
Page 2

If the state were to reopen the selection process and choose a new and potentially more expensive design or alignment for the eastern span of the bridge, there is a good chance that the Legislature would have to reopen the complex financing arrangement for statewide seismic retrofit work. This would result in even greater delays; as my colleagues and I in the Legislature would have to enact new legislation that could contain a wholly different distribution of costs for the retrofit work.

My foremost interest is the timely delivery of this critical transportation improvement. I am in favor of a consensus-based public planning process for the bridge replacement. However, for the sake of public safety, construction on the SFOBB should begin as soon as possible. Delays of the delivery of this project will put nearly 275,000 commuters at risk.

Sincerely,



TOM TOLAKSON, Chair
Assembly Transportation Committee

TT:aaa

cc: Governor Gray Davis
Maria Contreras-Sweet, Secretary of the California Business, Transportation, and
Housing Agency
Metropolitan Transportation Commission

Dahms, Heminger, Chis

California State Senate

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DISTRICT OFFICE
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SENATOR
RICHARD K. RAINEY
SEVENTH SENATORIAL DISTRICT
VICE-CHAIRMAN - REPUBLICAN CAUCUS



MEMBER
CONSTITUTIONAL AMENDMENTS
PUBLIC SAFETY
VICE CHAIRMAN
ENVIRONMENTAL QUALITY
LOCAL GOVERNMENT
TRANSPORTATION



February 18, 1999

Jose Medina
Director, California Department of Transportation
1120 N Street
Sacramento, CA 95814

Dear Mr. Medina:

I would like to take this opportunity to congratulate you on your appointment as Director of the California Department of Transportation. Because I sit on the Senate Transportation Committee, we will undoubtedly have many chances to work together on behalf of the citizens of this great state.

One of the most important issues facing you in this early stage of your tenure as director is the New Bay Bridge Eastern Span. When Senate Bill 60 was signed in August of 1997 by Governor Wilson, the debate on how to fund the seismic retrofit of the Bay Area's state toll bridges ceased and a new debate on design began. The Metropolitan Transportation Commission (MTC) was charged with the responsibility of coming up with a design for the new eastern span.

Since this time, estimates indicate that between \$40-50 million has been already spent in the design stage and in completing the draft environmental impact statement. The final design is scheduled to be completed sometime this year or in 2000, when construction of the new eastern span will commence.

Recent statements by Mayor Willie Brown and Mayor Jerry Brown have brought doubt to whether or not the eastern span project will continue as planned. I am concerned that any delays in this project will cost the state millions of dollars. More specifically, any delay jeopardizes over \$800 million in state funding. According to MTC, the design for the new eastern span is approximately 50% complete, as of January 1999. We are well on the way to finalizing the plan for what will hopefully be our new Bay Bridge.

There are many concerns about the proposed Northern Alignment of the new bridge and the services, above and beyond those for normal automobile traffic, that it will provide. Throughout

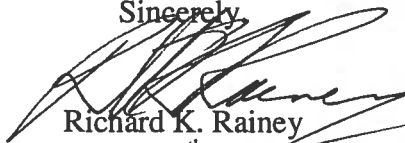
Jose Medina
February 18, 1999
Page 2

the design review process, MTC held several public hearings, communicated with thousands of Bay Area residents, and took into account engineering, architectural, and seismic issues. I feel that this process allowed any interested person or entity the opportunity to inject comment on the design process.

I cannot urge you strongly enough to see to it that the Bay Bridge project is completed with all due diligence. This matter rises above political and partisan debates; we must concern ourselves with the public interest.

I thank you in advance for your consideration. Please feel free to contact me regarding transportation issues and matters relating to the San Francisco Bay Area.

Sincerely,



Richard K. Rainey
Senator, 7th District

RKR:cms

cc: Senate Transportation Committee
Contra Costa Transportation Authority
Metropolitan Transportation Commission ✓



**OFFICE OF THE MAYOR
WILLIE LEWIS BROWN, JR.
SAN FRANCISCO**

1 DR. CARLTON B. GOODLETT PLACE
SAN FRANCISCO, CALIFORNIA 94102
(415) 584-8141



**OFFICE OF THE MAYOR
JERRY BROWN
OAKLAND**

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February 11, 1999

**Honorable Gray Davis
State Capital Building
Sacramento, CA 95814**

Dear Governor Davis,

The Bay Bridge is one of the most significant assets in the Bay Area. The redesign of the bridge is one of the most important projects of our lifetime. The process to date has not produced a world-class design. Nor has the process considered long term alternative transportation modes, such as rail, to reduce traffic congestion and pollution.

This shortsighted design makes little sense for a bridge with a life expectancy of 150 years. As you know, over 65% of those voting in San Francisco, Oakland, Berkeley, and Emeryville clearly stated that passenger rail service should be included as part of the redesign of the bridge to reduce regional traffic congestion.

Since the bridge is located in our cities, we will be the most impacted by whatever is finally built. Accordingly, we jointly endorse the following:

1. A southern alignment that is designed to minimize the impact on Yerba Buena Island and the area adjacent to the Oakland anchorage.
2. Reopening the process to produce a world-class design. This would involve an account of a gateway/park at the anchorage in Oakland and propose creative ways to resolve on/off ramp impacts on Yerba Buena Island.
3. A study of long term passenger rail options between Oakland and downtown San Francisco and provisions for rail built into the new eastern span bridge structure.
4. A bicycle/pedestrian path from Oakland to San Francisco.
5. Appropriate provisions for local hiring and contracting goals.

Time is of the essence because Caltrans is continuing with the design. It is urgent that you redirect the process to ensure a bridge that will be safe, aesthetically world class, and meet our long term transportation needs.



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JERRY BROWN
OAKLAND

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We look forward to meeting with you to discuss these issues which are of such importance to the people of the Bay Area.

Respectfully,

WILLIE L. BROWN, JR.
Mayor, City of San Francisco

JERRY BROWN
Mayor, City of Oakland

cc: Jose Medina, Caltrans

P.S.

Gray —

Let's move on this —

a bridge of "raised expectations"

See you soon! Jerry

Congress of the United States

Washington, DC 20515

January 26, 1999

Jose Medina, Director
CalTRANS
1120 N Street, MS-49
Sacramento, California 95814

Dear Director Medina:

Congratulations on your appointment as Director of CalTRANS. We look forward to working with you on the transportation issues affecting our communities and the State of California.

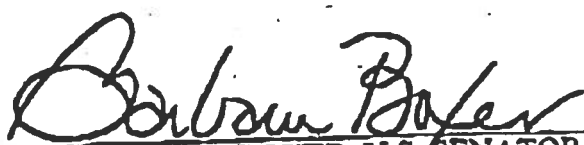
Earlier this month, our offices were briefed by Dennis Mulligan from your office regarding the status of the proposed San Francisco-Oakland Bridge East Span Seismic Safety project. At that briefing, we discussed the alignment issue and steps that CalTRANS might take to encourage a timely consensus with the principal local governmental officials involved in this project, including the Mayors of San Francisco and Oakland. To achieve this consensus, careful and thorough consideration must be given to the redevelopment and land-use impact issues of the local communities, as well as to recommendations on both proposed alignments, including the modified southern alignment.


We strongly believe that only by achieving a local consensus will this project be able to move forward through the complexities and requirements of both the Base Realignment and Closure (BRAC) and National Environmental Policy Act (NEPA) processes. We urge you to initiate the necessary meetings to begin these discussions at the local level in order to reach agreement on this important project for the San Francisco Bay Area.

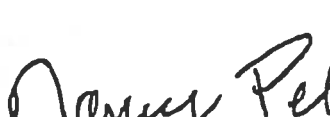
Thank you for considering our request. We believe this important step by CalTRANS, under your leadership, could result in agreement by all parties concerned.

We look forward to working with you on this project and to hearing from you about its progress in the near future.


Sincerely,


BARBARA BOXER, U.S. SENATOR


DIANNE FEINSTEIN, U.S. SENATOR


NANCY PELOSI, M.C.


GEORGE MILLER, M.C.


ELLEN TAUSCHER, M.C.

OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
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FAX (916) 654-6608



February 4, 1999

The Honorable George Miller
United States House of Representatives
Washington, DC 20515

Dear Congressman Miller:

Thank you for your recent letter concerning the project to replace the eastern span of the San Francisco-Oakland Bay Bridge. First, let me assure you that we will do everything possible to work with the Metropolitan Transportation Commission (MTC) and the Bay Area communities to harmonize this essential project with other important local initiatives.

I have directed the Bay Area District Director, Harry Yahata, to meet with Mayor Brown and representatives of MTC on February 8, 1999 to begin working toward a regional consensus. I remain optimistic that working together we can resolve the issues surrounding the Bay Area's most important seismic safety project. I will keep you advised on our progress.

Again, thank you for your congratulatory letter of support. In the months to come, I intend to work closely with you and the other members of our delegation and look forward to calling on you when next I am in Washington. In the interim, as new issues arise, please contact Olivia Morgan, Director of Governor Davis' Washington DC office at (202) 624-5270 or Carl Williams, Office of Federal Relations at (916) 653-2052.

Sincerely,

Original Signed By
José Medina

JOSE MEDINA
Director

CALTRANS SEISMIC ADVISORY BOARD

December 30, 1998

The Honorable Barbara Boxer
U.S. Senate
1700 Montgomery Street, Suite 240
San Francisco, CA 94111

RE: Seismic Safety of the San Francisco-Oakland Bay Bridge

Dear Senator Boxer:

As members of the Caltrans Seismic Advisory Board (SAB), we would like to direct your attention to a serious and important life safety issue concerning delays in the planning, design, and construction of the new east bay spans of the San Francisco-Oakland Bay Bridge (SFOBB) and we respectfully request your assistance. Since the devastating 1989 Loma Prieta earthquake, the California Department of Transportation (Caltrans) has been working with academia and the private sector to develop an engineering strategy on how to protect the Bay Bridge when the next major earthquake strikes. Thanks to that cooperation, great strides have been made in expanding knowledge and technology applicable to the seismic design of such bridges.

The eight member SAB was constituted by the State of California following the 1989 Loma Prieta earthquake to review and advise Caltrans on seismic safety and policy issues. It was formed as a direct result of the Governor's Board of Inquiry following the 1989 Loma Prieta earthquake and recommendations made by that board in its report "Competing Against Time" enclosed herewith. The members of SAB consist of specialists in seismology, geotechnical engineering, and structural engineering from the practicing earthquake engineering community and academia. The SAB has closely followed and advised Caltrans since the Loma Prieta earthquake on important seismic safety related policy and procedural issues.

In a presentation to the SAB on December 15, 1989 on the status of the new east bay spans of the SFOBB, we were advised about project delays caused by the US Navy refusing to grant permission for soil explorations on and near the tip of Yerba Buena Island which are on the critical path for design completion of the new bridge.

The proposed soil explorations have no impact on any existing structures or facilities. The drilling is critical, however, in providing the technical data needed for the design and construction of a replacement structure along the identified northern alignment.

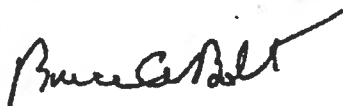
This northern alignment was arrived at after over three years of project studies by Caltrans and a detailed review by the 35 member Engineering Design Advisory Panel (EDAP) for the Metropolitan Transportation Commission (MTC). MTC, which is the transportation planning organization for the San Francisco Bay Area, has recommended this northern alignment as the best alternative.

The Honorable Barbara Boxer
U.S. Senate
December 30, 1998
Page 2

The Seismic Advisory Board is very concerned with any delays, short or long, on such an important project to the citizens and economy of California. Such impediments undoubtedly will jeopardize public safety.

We, the members of the Seismic Advisory Board, remain committed to keeping this critical public safety project on track. Therefore, any assistance you can provide toward obtaining the Navy's permission to proceed with the needed soil explorations would be greatly appreciated.

Sincerely yours,



Bruce A. Bolt, Professor Emeritus
University of California, Berkeley



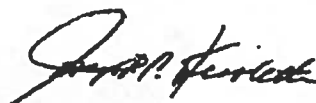
John F. Hall, Professor
California Institute of Technology



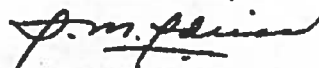
Alexander C. Scordelis, Professor Emeritus
University of California, Berkeley



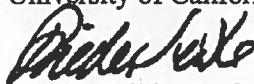
F. Robert Preece, President
Preece, Goudie & Issa, San Francisco



Joseph Nicoletti, Structural Engineer
URS Consultants, San Francisco



I.M. Idriss, Professor
University of California, Davis



Frieder Seible, Professor
University of California, San Diego



Joseph Penzien, Chair SAB
Professor Emeritus
University of California, Berkeley

Enclosure Competing Against Time

C: William Cassidy, Jr., U.S. Navy
Kenn Parsons, U.S. Navy
James Van Loben Sels, Caltrans
James E. Roberts, Caltrans
Brian H. Maroney, Caltrans
Thomas J. Post, Caltrans
Dennis Mulligan, Dist 4, Caltrans
Steve Heminger, MTC
Gray Davis, CA Governor-Elect